

FLIGHT OF FANCY
WOOLER'S FAB FOUR

NOT SO ODD OEC
SOLIDLY MADE SINGLE



The Classic MOTORCYCLE

JUNE 2015

An Ariel alternative

The forgotten 500cc twin

SUNBEAM MOTOR CYCLE CLUB

THE 76TH PIONEER RUN

THE LONDON TO BRIGHTON EXTRAVAGANZA

PLUS: Zündapp GS350 ▸ Trio of Ariel Leaders ▸ AJS Big Port restoration guide ▸ 1925 Victory Trial

COMING UP

MAY 14

DANA MECUM'S
28TH ORIGINAL SPRING CLASSIC
MOTORCYCLE AUCTION SEGMENT

INDIANAPOLIS, INDIANA
100 SELECT MOTORCYCLES

AUGUST 2

HARRISBURG
MOTORCYCLE AUCTION

HARRISBURG, PENNSYLVANIA
200 MOTORCYCLES

TO BE OFFERED IN INDY

1987 HARLEY-DAVIDSON FXLR WILLIE G SPECIAL

FROM THE
Shreffler
COLLECTION



MidAmerica Motorcycles By
MECUM AUCTIONS
PRESENTED BY State Farm

THE EXPERIENCE BEGINS AT **MECUM.COM**

For auction schedule and consignment or bidding information go to mecum.com or call 262-275-5050
Motorcycle Division direct line: 262-275-5715

IN License # AC30800088 // PA License # VB001078

SPECIALISTS IN VETERAN, VINTAGE, CLASSIC AND THOROUGHBRED MOTORCYCLES

VERRALLS

A SELECTION OF MACHINES ARE ALWAYS AVAILABLE IN OUR SHOWROOMS



1924 Raleigh 350cc Model 2



1926 AJS 770cc Model 2



1926 Douglas 350cc Model EW



1930 Scott 600cc Flyer De Luxe



1930 Norton 500cc Model 18



1937 Morgan 990cc Super Sports



1956 Velocette 500cc Venom



1961 Triumph 650cc Bonneville



1965 BSA 650 Rocket Gold Star

HANDCROSS IS 20 MINUTES DOWN THE M23 FROM THE M25

THE OLD FORGE, QUICKS YARD, HIGH STREET, HANDCROSS, W. SUSSEX RH17 6BJ

Phone **01444 400678** Fax **01444 401111** Visit our website **www.verralls.com**

Editor's welcome

SUBSCRIBE NOW FOR ONLY £18.50 page 16

Watching the American MotoGP meeting, the weekend before the magazine was sent to the printers, it was interesting – and great – to see a British winner in both the Moto2 (Sam Lowes) and Moto3 (Danny Kent) classes, so well done to both, while it also made for the first two British GP winners in a day since 1977.

A few decades ago, at least two British winners was a commonplace occurrence from the foundation of the World Championship in 1949, right through to the 1950s, 60s and 70s. This was initially underpinned by the strong and largely dominant British motorcycle manufacturing industry, though as the industry foundered, British riders still remained at the top of the pile, but gradually this domination dissolved. By the 1980s and through the 1990s, British GP riders were few and far between, with Japanese machines coming to the fore – but with very few Japanese riders. The 'blue riband' class was dominated by Americans and Aussie riders for a couple of decades, before being taken back over by the Europeans – not Brits, but Italians (a nation which has always maintained a strong showing) and especially Spaniards, a country without a strong motorcycle manufacturing industry. And though Spain remains the dominant nation for providing riders, in terms of numbers and results, the Brits are performing strongly.

But watching the racing made me mostly think of the machines being raced; Moto3 machines are 250cc four-stroke singles, as was the Moto Guzzi which won the inaugural 250cc GP World Championship in 1949. Looking at the Moto3 machines I can identify a clear lineage in design, development and ethos from say the FB Mondial Cecil Sandford raced to the 1957 250cc World Championship, to the Moto Morini single on which Tarquinio Provini just missed out on the 1963 250cc world crown. It's almost as if the intervening two-strokes never happened, as, basically it's back to where it all began.

Talking of back to where we it all began – the Ariel I'm posed on below, and which adorns our cover, is the type of machine once owned by *TCM* founding editor, Bob Currie; I had it in my mind that it was Bob's actual machine, but I've not been able to confirm this. Still, it's a 500cc twin from the 1950s, a time when British riders ruled the world's racetracks and when British machines owned the roads. At least the riders seem to be back on track, while Triumph et al are at least providing viable alternatives on the manufacturing front.

JAMES ROBINSON
Editor






42


48

Contributors

David Craggs, Roy Poynting, Richard Rosenthal, Tim Simkins, Jerry Thurston, Alan Turner, Gerry Vogt, Andy Westlake, Steve Wilson, Pete Young.

THE CLASSIC MOTOR CYCLE (USPS:710-470) is published monthly by Mortons Media Group Ltd., PO Box 99, Horncastle, Lincolnshire LN9 6LZ UK . USA subscriptions are $63 per year from Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. Periodical Postage is paid at Bancroft, WI and additional entries. Postmaster: Send address changes to THE CLASSIC MOTOR CYCLE, c/o Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. 715-572-4595 chris@classicbikebooks.com



IN ASSOCIATION WITH

JAMES CARGO MOTORCYCLE SHIPPING
www.jamescargobikes.com
London +44(0)1753 687 722
Manchester +44(0)161 946 1339

CONTENTS

ISSUE | **JUNE 2015**

Archive photograph 6
News 8
Diary 14
Subscribe and save 16
Letters 18
Pioneer Run 20
Ariel 500 Twins super profile 26
Zundapp KS350 36
OEC Blackburne 42
DOT Motor Truck 48
Straight from the plate – 1925 Victory Trial 53
Wooler Four 58
Ariel Leaders 64
Recent patents in 1921 70
Ben Walker interview 76
Men who mattered – Kaye Don 78
Roy Poynting column 80
Jerry Thurston column 82
Marque of Distinction – Francis-Barnett 84
You were asking 88
Restoration guide – AJS Big Port 92
Classic components 94
Technical feature – Recirculating oil systems 96
Next month 112
Classic Camera 114





POST: The Classic MotorCycle, PO Box 99, Horncastle, Lincolnshire LN9 6LZ
EMAIL: jrobinson@mortons.co.uk







From Russia with love, *1955*

Words: MICHAEL BARRACLOUGH

After the Second World War, military motorcycles were often reclaimed and made to serve other, less warlike purposes. This lucky machine finds itself at the opening of the summer session at Dynamo Stadium in Moscow, where it is the lynchpin of a thrilling display performed by five courageous gymnasts.

According to *The Motor Cycle*, "no fewer than 1500 athletes took part". It must have been an enthralling spectacle.

The machine in question is believed to be an M-72. These motorcycles were powered by a robust side-valve, flat twin engine, and were manufactured in state motorcycle works (hence their lack of marque) specifically for the army of the USSR. The machine was based on the sturdy BMW R71, from which most of the M-72's design originates.

During wartime, the M-72 was typically paired with a sidecar, machine gun mountings, or both, in some cases. The original M-72 was in production from the time of the Second World War until 1955, when it was finally retired and replaced by several other models, including the uniformly named M-72K, M-72H and M-72M models, all of which were essentially subtle variations on the theme.

The M-72K was manufactured from 1954 until 1960, the M-72H from 1956 to 1959, and the M-72M from 1956 until 1960.

This, of course, means that the model photographed here could either be an original M-72 or the newer M-72K. The differences were only very slight. The M-72K was marginally lighter and revved higher (it produced 27bhp at 5000rpm, in contrast to the original model's 22bhp at 4600rpm), resulting in a higher top speed. It also had magneto ignition, as opposed to the coil ignition exhibited by the M-72.

After that the differences between the original model and its offspring get even more slender. The M-72M was slightly heavier (for whatever reason), but essentially no different in terms of components, and the M-72H had leading-link front forks, which helped increase the wheelbase from 1400mm to 1450mm.

Once it was apparent that the trio of M-72-based machines were dying a death, design for the next link in the chain got underway. The resulting machine was dubbed the K-750 and featured some more obvious changes, including swinging arm rear suspension, where the M-72 and its derivatives only had plunger suspension.

It also had the benefit of a higher compression ratio, and it borrowed the leading-link front forks from the M-72H. This model eventually became the K-750M, which lasted until 1977, bringing a design that can be traced back to the BMW R71 from one end of the 20th century to the other. Eventually, the K-750M was superseded by the Dnieper MT-12.

Returning to the photograph itself, and it's obvious that these ladies are highly adept gymnasts – and extremely brave too. It seems that performances of death-defying gymnastic tableaux were among the most highly favoured forms of entertainment at events such as these; many a similar photograph was rejected in favour of this particular image, which was certainly one of the more spectacular ones.

It is difficult to ascertain what speed the M-72 (if that is indeed what it is) is travelling at. Suffice it to say that the faster the machine is going, the more credit should be given to the unfaltering nerve of the gymnasts perched precariously above it! End

MORTONS ARCHIVE
over a century of motorcycle memories
You can purchase this image at www.mortonsarchive.com

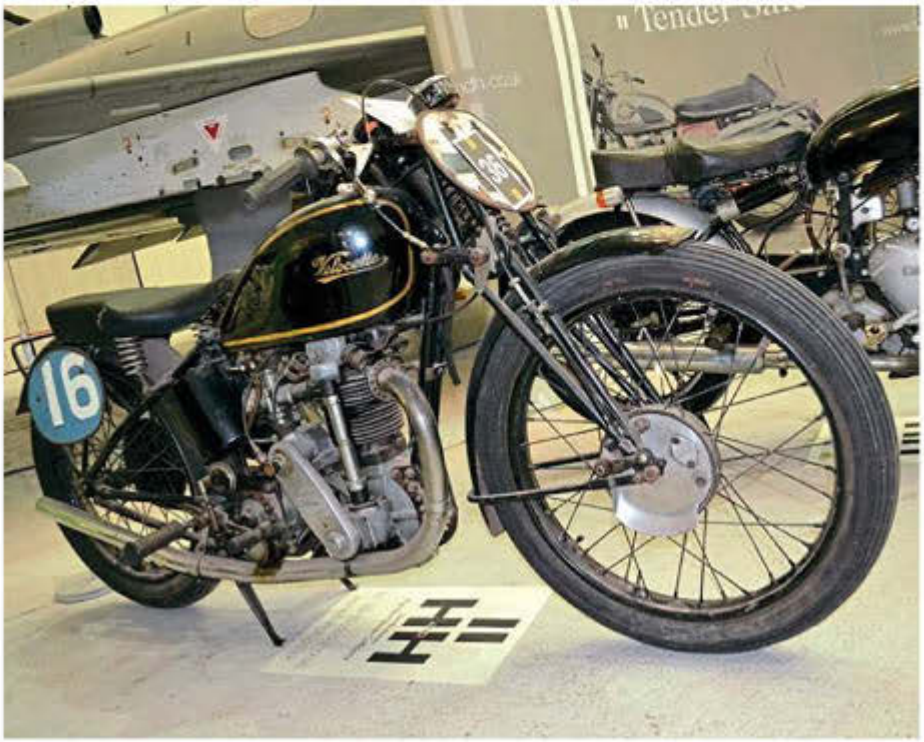
News&Events

EDITED BY JAMES ROBINSON

Mark IV KTT steals the show at Duxford

H&H's sale at the Imperial War Museum, Duxford, on April 16 was dominated by the price realised by a 1933 Velocette KTT. With a conservative pre-sale estimate of £13,000 to £15,000, many in the room were expecting the largely original racer to exceed its guide price.But what wasn't anticipated was that it would sell for nearly effectively three times the guide price, the hammer coming down at £43,000, with fees and taxes to be added.

Ridden to sixth place in the 1933 Junior TT by Gilbdert Emmery, the Velocette has spent many years in a museum on the Wirral. There'll be a full sale report next issue.





Ardingly show success



Nick Young (left) has done a complete restoration on his 1937 Rudge Special. Dave Murray's example is a 1938 Sport Special.



This Moto Morini Tresette Sprint is 175cc and the styling still looks good, even after more than five decades, as the bike is a 1959 model.

Not even capricious spring weather could keep the spectators away from the Real Classic Show at Ardingly at the end of March.

Unfortunately, the weather meant the car park was full, while the bike park was distinctly under-used. Absenteeism also extended to a number of those who would otherwise have ridden in as entries in the show. However, conditions were truly testing and on the showground site, near half-gale winds and driving rain had everyone hurrying for shelter.

Awards at any of the Ardingly shows have little to do with detail-perfect restorations, so regularly-ridden bikes often find favour when it comes to the familiar wooden plaques given to the successful.

Dave Piggott was one happy recipient, having ridden in on his BMW R60 sidecar outfit. He was about to leave for home when he spotted his bike had been adorned with a winner's rosette. He gratefully accepted the prize, for best in the 1960-69 category.

Topping the early bikes was Peter Jackson's 1928 Big Port AJS, fitted with an ex-works engine. J Agate's 1959 version was runner-up in the 1950s class, R A Webb's 1948 model was runner-up in the Best British. Bernie Stevens' fascinating Imme R100 collected another award for Best Lightweight.

Unfortunately, special guest Jim Redman had to cancel at short notice. He was still marooned in France following an eye operation that has taken longer than expected to heal. We are sure everyone wishes Jim a speedy recovery.

Alan Turner



Neil Brailsford's 1971 Triumph Trident Rob North Replica gained the top award among the 1970s bikes.

Show of heritage in Kent

This year marked the fifth year of the Heritage Transport Show, held on the Kent County Showground at Detling on March 28. Linked with a huge bus festival, the event is intended to act as a feeder to the main Kent County Show in July, which also features a large classic and vintage vehicle element.

The showground provides a huge area and the event takes full advantage of the space with well-supported classes for cars, commercials and tractors.

More than 700 vehicles attended this year. Unfortunately, the weather was cold, cloudy and windy, making viewing some of the outside exhibits a trial of endurance.

The venue has also benefited from a period of improvement and much of the motorcycle entry had the comfortable surroundings of a revamped pavilion. Among the traders and an assortment of classic cars, the AMC Owners were some way away from the rest of the bike entry. This consisted of a mix of classic machinery and a few prewar bikes, as well as some competition models. In an adjacent hall, the Vintage Japanese Motorcycle Club had set up its stand.

Many of the vehicles will be seen again at this year's Kent County Show, which takes place on July 10-12, while 2016's Heritage Transport Show has been slated for April 2.

Alan Turner



Jan and Derek Isaacs and their newly restored 1937 Norton Model 50.

Bonhams summer sale

Bonhams' summer sale will take place in its now traditional slot, the day before the VMCC's Banbury Run. This year that falls on June 20, with the Banbury Run on June 21.

The sale will take place at Bonhams' Oxford sale rooms, again within easy reach of the run's start at Gaydon Heritage Centre.

Details of the machines submitted will follow in due course, though there's a couple of tasty examples already consigned, with the spectacular Matchless machine gun outfit pictured and an exceptional prewar Ariel Square Four among them. For details or to consign a machine, 020 8963 2817 or have a look at www.bonhams.com



Norton Day at Brooklands



Jeff Read astride his 1929 Model 18 Norton preparing to ascend the Test Hill.

Members of the Surrey branch of the Norton Owners' Club will be holding their seventh annual Norton Day at the Brooklands track and museum near Weybridge, Surrey on July 1.

All Norton motorcycles and their owners are welcome, whether club members or not. There will be an opportunity to test your Norton on the fabled Test Hill in the afternoon. A safety briefing will need to be attended before riding and there will be a £5 charge, with several ascents being possible.

Details from Dave Gibson on 01372 453247 or davidgibson30@hotmail.co.uk

NEWS IN BRIEF

DATES FOR YOUR CALENDAR

On Sunday, July 12, the Sunbeam Motor Cycle Club is running its Garden of England Run for veteran, vintage and post-vintage motorcycles of any make.

The event will start and finish at Headcorn Airfield, Kent.

Details from Tony Lloyd on 01737 555413 or aj.lloyd@virginmedia.com www.sunbeam-mcc.co.uk

MECUM

The two upcoming Mecum auction are on May 14 and August 2. Details www.mecum.com

CHEFFINS

The Cambridgeshire based auction house holds its next sale on July 25, at Ely. Details are at www.cheffins.co.uk

HISTORICS AT BRROKLANDS

Sale date is June 6, at the Broolands Museum. See www.historics.co.uk

ROSSI FOR GOODWOOD

Racing superstar Valentino Rossi has been confirmed for the Goodwood Festival of Speed, on June 25-28.



Book review

Motorcycle designer Valentine Page 1892-1978



AUTHOR: Jim J Lee
PUBLISHED BY J J Lee, 2 Bramfield Park, Lubenham, Market Harborough Leicestershire LE16 9TP
Tel: 01858 461386
Email: jimlee.ariel29@uwclub.net
Softback, 210 x 295mm (portrait); 71 pages with more than 100 photographs and illustrations from the author's collection and personal archives.
£12.50 (including UK p&p)

Valentine Page was, arguably, one of Britain's greatest motorcycle designers, yet his name and achievements are often shamefully forgotten when great motorcycle engineers are discussed.

Page was born in Eastbourne, East Sussex; his parents were keen horticulturists and had hoped he would follow them in that trade. However, before leaving school his enthusiasm for all things motorised and mechanical was manifest.

On leaving school in 1906 he had acquired all the required lug fixtures and fittings from Chater-Lea, which manufactured motorcycles and the parts from which one could be made. He built a bike and used a proprietary Fafnir engine to provide the power. He then started an apprenticeship at Caffyns Ltd in Eastbourne.

Apprenticeship over, Page found a job in London as an improver with Talbot-Darracq. With the outbreak of the First World War he was employed by the newly formed Air Ministry where he was to learn and indeed make many contributions to aircraft engine design. Moving to J A Prestwich (JAP) of Tottenham in the 1920s he assisted chief designer, Stan Greening, in the design and development of the company's racing V-twins and later the legendary 500cc speedway engine. Amazingly, in 1925 he designed and built a racing 250cc dohc engine with desmodromic valve operation. Housed in a Coventry Eagle frame and ridden by Bert Le Vack, it broke many records at Brooklands, but was too expensive to produce.

Head-hunted by Jack Sangster, Page became Ariel's chief designer, joined later by Edward Turner and Bert Hopwood, designing a complete new range of saddle-tank machines for 1926 and later re-designing Turner's Square Four – Val Page had a genius for rationalising engine design in order to arrive at a design suitable for viable economic production.

Page's designs include the Ariel Red Hunter, Triumph's first vertical twin, the 650cc 6/1, and the Tiger singles; BSA's M-range, from the M20 to the fabled Gold Star and the revolutionary Leader and Arrow models. Val's final design, in 1959, was a 696cc ohv in-line flat four with shaft drive which lay sideways in an enlarged Ariel Leader frame. Sadly only a prototype, it pre-dated BMW's K100 by some 25 years.

Book reviewed by Jonathan Hill

Ace Cafe 'Ruby Do'



On Sunday, April 12 London awoke to twittering exhausts as a fleet of riders and their machines throttled back off London's North Circular and into the Ace Cafe, one of many celebrations to mark the Gold Star Owners' Club 40th anniversary. **Richard Rosenthal**

Best ever entry for Thunderfest 2015

A record entry is set to appear at this year's Thunderfest, which will be held as part of the Welsh Classic Motorcycle Festival at the Anglesey Circuit over the weekend of May 30-31.

Thunderfest organiser Frank Melling said: "We're delighted with both the size and quality of the entry.

"We will have some fabulous bikes ranging from 1960s GP bikes to modern classics. In eight years of the Thunderfest, this is the best entry we have ever had. The large size of the entry means that there will be some great track action and the Le Mans start will get each day's Thunderfest off to a spectacular start."

For more information, go to: thundersprint.com



THE SUMMER CLASSIC SALE

In association with the VMCC Banbury Run
Collectors' Motorcycles, Motor Cars
& Related Memorabilia and Spares
Saturday 20 June 2015
Bonhams, Oxford

ENTRIES NOW INVITED

Participation in a Bonhams motorcycle sale ensures, for both buyer and seller, friendly and professional advice.

To discuss in confidence any aspect of buying or selling collectors' motorcycles at auction please contact the London office or visit **bonhams.com/motorcycles** to submit a complimentary seller request.

ENQUIRIES
Motorcycles (London)
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

REPRESENTATIVES

Lancashire, Yorkshire and Northern Counties
Mark Garside
+44 (0) 1457 872 788
mark.garside@bonhams.com

Lancashire
Alan Whitehead
+44 (0) 1204 844 884
alan.whitehead@bonhams.com

East Anglia
David Hawtin
+44 (0) 1507 481 890
david.hawtin@bonhams.com

West Midlands
Robert Cordon-Champ
+44 (0) 1543 411 154
robert.cordonchamp@bonhams.com

Northants and South Midlands
Roger Etcell
+44 (0) 1327 856 024
roger.etcell@bonhams.com

CATALOGUE
+44 (0) 1666 502 200
subscriptions@bonhams.com

Herts, Beds, Bucks and Oxon
Martin Heckscher
+44 (0) 1494 758 838
martin.heckscher@bonhams.com

Gloucestershire, Somerset and Wales
George Cohen
+44 (0) 1460 526 46
george.cohen@bonhams.com

Home Counties
Colin Seeley
+44 (0) 20 8302 7627
colin.seeley@bonhams.com

Hampshire and Dorset
Mike Jackson
+44 (0) 1794 518 433
mike.jackson@bonhams.com

Devon and Cornwall
Jonathan Vickers
+44 (0) 1872 250 170
jonathan.vickers@bonhams.com



1939 ARIEL 998CC MODEL 4G SQUARE FOUR
£12,000 - 16,000

Bonhams

bonhams.com/motorcycles

Somerton Classic two-day charity trial

Somerton Classic MCC is again running a two-day charity trial on June 6-7, for British bikes only.

Regulations and entry forms can be downloaded from the Somerton Classic MCC website (www.somertonclassicmotorcycleclub.co.uk) or from the secretary of the meeting Brian Ayres, who can be contacted on 01458 250925, or via email at brian499ayres@btinternet.com.

The meeting is for pre-70 machines to original specification, and all proceeds from the run will go to the CLIC Sargent charity for children and young people suffering from cancer.

There are a multitude of classes and routes to suit any machine (and any rider!). The course involves a lap over two miles with 12 sections, ridden twice on Saturday and four times on Sunday. Further information on the run and its regulations can be found via the contacts above.

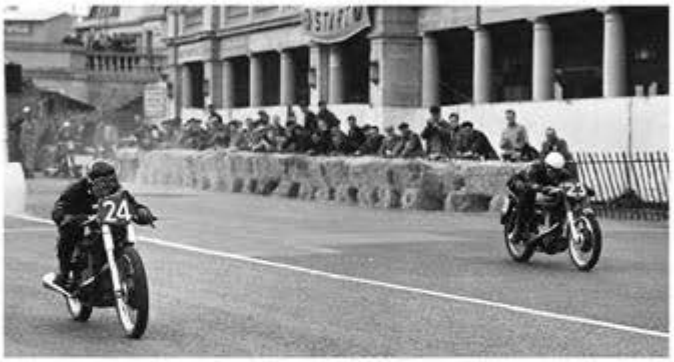
Anson Classic Restorations

Anson Classic Restorations is a small independent motorcycle workshop based in Charnwood, Leicestershire.

The members of staff at Anson are all keen motorcyclists themselves, and all nurture a passion for classic bikes in particular. From AJS to Zündapp, British to Japanese, every niche is covered... and sidecars make up a fundamental cornerstone of the business.

Anson can boast years of experience building, fitting, restoring and maintaining sidecars of all makes and models, supported with in-house chassis fabrication, bodywork, paintwork and upholstery services. If it has two wheels and an engine, Anson can help keep it on the road.

Entry forms go live for the Brighton Speed Trials



The Brighton Speed Trial is now open for entries. Entry forms can now be downloaded via the Brighton and Hove Motor Club website: www.brightonandhovemotorclub.co.uk

This year's event, organised by Brighton and Hove Motor Club, will take place on September 5. Entries operate on a first-come, first-served basis, so ensure you get your form in early.

Tony Watts of the Brighton and Hove Motor Club said: "It is an exhilarating day for participants and spectators alike. It is our most popular event, so don't leave it until the last minute to complete your entry form. There are strict safety rules and entry criteria so do check the regulations which are available on our website."

THE WAY WE WERE IN

JUNE



1965

To run a sidecar-only race meeting in the UK is a gamble, but to hold it days before the IoM TT races is verging on madness. Yet crowds flocked to Brands Hatch to watch the continental crews en route to the IoM, led by Max Deubel, Fritz Scheidegger, Florian Camathias, Georg Auerbacher, Otto Kolle and Heinz Luthringshauser, pitting their 492cc BMW twin against home runners including Chris Vincent and Terry Vinicombe (both 497/654cc BSAs), Pip Harris (shown above), Colin Seeley (492cc BMWs) and Owen Greenwood (1071cc Mini).

Heats for the Evening News 500cc race started the day with Max Deubel leading home Camathias and Vinicombe. After a heat-long duel, Scheidegger's BMW ran out of fuel and Pip Harris took the flag followed by Auerbacher and Seeley. Just 16 outfits started the 16-lap final. Pip Harris cruised to victory with Deubel adrift in second and Chris Vincent came in third on his 497cc grass track BSA, as his BMW was already in the IoM.

Vincent (654cc BSA) enjoyed wins in the 1300cc scratch and handicap races with Deubel, Greenwood and Bill Boddice (636cc Norton) chasing hard. Solos weren't entirely excluded with Chris Williams riding Clive Waye's 1926 630cc Scott (both the oldest and fastest vintage machine) winning the Vintage Solo Scratch race at 72.93mph and Maurice Patey (1930 596cc Scott) took the handicap race at 60.25mph.

1915

The previous week, Wizard O'Donovan's (Norton) flying kilometre 500cc world record was broken in Switzerland. O'Donovan immediately hit back posting 82.85mph at Brooklands. Gleefully Norton advertisement copy writers penned "Norton World 500cc Record Regained... on a pot holed, undulating surface, with cross winds – proving the 490cc Norton remains unapproachable..."

In Ireland Mr J J White (3hp Royal Enfield) won the Cork and District MCC 100-mile handicap race on Portmarnock sands. He needed all of his 45-minute start to hold off the challenge by scratch man Charles Franklin (7hp Indian) who took 1 hour 53 minutes 38 seconds to complete the distance.

1940

The minister of home security asked that only those travelling for business or other important reasons use the strip of England from the Wash to East Sussex which extends 20 miles inland from the beaches. This restriction applies to all journeys by rail, bus, lorry, car and motorcycle.

1990

Bernal Osborne died on June 14 in a Midlands nursing home aged 80. As a young man he toured Europe extensively on a Francis-Barnett Cruiser, contributing freelance articles to *Motor Cycling* magazine. He also worked for the RAC foreign touring staff and served as a Royal Signals DR during the Second World War. After the conflict he teamed with Cyril Quantrill and Charlie Markham to report major international events including the SSDT and IoM TTs and later became Midlands editor of the Green 'Un.

Richard Rosenthal







Policies from
£74**







Classic insurance redefined.

Tailor your classic bike insurance policy to suit your needs.

To discover the Footman James difference, call our friendly UK team for a quote today.

0333 207 6018

or visit **footmanjames.co.uk**

Footman James
We share your passion

follow us @Footman_James

FJ+ Classic benefits included*:

- Salvage retention
- Shows and events
- Helmets & leathers (up to a limit of £750)
- European motoring (up to 35 days per trip)
- Riding other classics

FJ+ Cover options*:

- Breakdown with options to include European cover and Homestart
- Agreed value
- Ride to work
- Track day cover
- Wedding hire cover
- and many more

Specialist rates for club members

Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurers terms and conditions, which is available upon request. **1954 NortonES2. Value: £4500. Main policy only and does not include any FJ+ cover options. All premiums assume it is not the main vehicle and includes Insurance Premium Tax. Male rider aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. ADCB204.11.14

Diary

YOUR EVENT SHOULD BE HERE

The Classic MotorCycle is anxious to learn all about your motorcycle-related events. Contact us at *The Classic MotorCycle*, Mortons Media Ltd, Diary Listings, PO Box 99, Horncastle, Lincs LN9 6LZ or email obmfreeads@mortons.co.uk

MAY 2015

FRIDAY, MAY 1

THE CLASSIC MOTORCYCLE WITH YOU TODAY

SATURDAY, MAY 2 - SUNDAY, MAY 3

Scarborough Festival of Speed Car and Bike Hill Climb Tel. 01723 373000. www.oliversmountracing.com

SUNDAY, MAY 3

Lothian & Borders Classic & Vintage Motorcycle Show & Autojumble. Drill Hall, Walkershaugh, Peebles, Scottish Borders EH45 dennisbelleville@gmail.com

Romney Marsh Bikejumble. Marsh Road, Hamstreet, nr Ashford, Kent TN26 2JD (A2070 6 miles M20 J10) 01797 344277 elk-promotions.co.uk

17th Catton Hall Classic Car & Transport Show, Catton Hall, Alrewas, nr Lichfield, Staffs DE12 8LN. www.transtarpromotions.co.uk

MONDAY, MAY 4

42nd Notts Classic Car & Bike Show inc The East Midlands Mini & VW Show, Thoresby Park, Ollerton, Notts NG22 9EP. Tel. 01484 667776 www.classicshows.org

SATURDAY, MAY 9

Welsh National Rally, Clive Motorcycle Club Welshpool, full details on www.clivemcc.co.uk

SUNDAY, MAY 10

Garstang Autojumble Hamilton House Farm, Garstang, Preston PR3 0TB. Contact Ian Sherrard 07836 331324 (day) or 01772 323654 (6pm–8pm) Email: info@garstang autojumbles.co.uk www.garstangautojumbles.co.uk

VMCC Stirling Castle Section Tiddler's Tootle setting out from Doune, Stirlingshire. Contact Don 01698 854390 or Jim jjleddy@talktalk.net

Sammy Miller Auto Jumble. 01425 616644. www.sammymiller.co.uk

Classic Bike Show at Cottered 507. The Bull, SG 9QP. Tel. 07965 609143.

The British Two Stroke Club Ltd. The Windmill Run, Wymondham, Leics. Tel. Eric Hathaway 01162 750532.

Sunbeam Motorcycle Club. 5th Ixion Cavalcade, Bexhill-on-Sea. Tel. Dave Masters 01424 211873.

SUNDAY, MAY 11

Sunbeam Motorcycle Club. Shropshire Mid-week, Ironbridge. Tel. Bob Nix 01664 454396

SATURDAY, MAY 16

Scorton Giant Auto/Bike Jumble, North Yorkshire Events Centre DL10 6EH. Tel. Bert 07909 904705.

SUNDAY, MAY 17

VMCC Essex Sunday Run Costa car park, Tollgate Centre, Stanway CO3 8RG Tel. Terry Windsor 01206 384764

THURSDAY, MAY 21

Open Night for Motorcycles. Coventry Transport Museum, Sandy Lane, Stores CV1 4EX 02476 234270.

SATURDAY, MAY 23

Southern Classic Bike Show & Jumble, Kempton Park Racecourse, Sunbury-on-Thames TW16 5AQ www.egp-enterprises.co.uk

SATURDAY, MAY 23 - MONDAY, MAY 25

Chipping Steam Fair, Green Lane Showground, Chipping, Preston Lancs PR3 2TQ chippingsteamfair.co.uk

SUNDAY, MAY 24

The 24th Douglas Bristol Cavalcade, Warmley, nr Bristol. gpbudd@hotmail.com

Sunbeam Motorcycle Club. Conyboro Run, Chiddingly, Sussex 07802 468109

SUNDAY, MAY 24 - MONDAY, MAY 25

23rd Ragley Hall Classic Car & Transport Show, Ragley Hall, Alcaster, Warwickshire B49 5NJ www.transtarpromotions.co.uk

42nd Cheshire Classic Car & Motorcycle Show, Capesthorne Hall, Macclesfield, Cheshire SK11 9JY. Tel. 01484 667776. www.classic shows.org

Knebworth Festival of Transport, Knebworth Park, Stevenage, Herts SG1 2AX. Tel. 01484 667776 www.classicshows.org

WEDNESDAY, MAY 27

VMCC Essex Evening Run, Writtle Green, nr Chelmsford. Tel. John Beckinsale 01268 763805

SUNDAY, MAY 31

Lincs BTSC Meet Cleethorpes Light Railway. Tel. Bob or Maureen 01526 345270.

Event organisers – please make sure that your entry has contact details and let us have your entries by the advertising deadline (see page 112 for details).

It is advisable to contact the event organiser before setting out on your journey as we cannot be held responsible for any inaccuracies or changes in event details.







Send your diary entries to **obmfreeads@mortons.co.uk**


HISTORICS
AT BROOKLANDS
ENTRIES ARE INVITED
100 CLASSIC MOTORCYCLES FOR SALE
100
CALL 01753 639170 TO CONSIGN
THE LARGEST CLASSIC MOTORCYCLE AUCTION IN THE SOUTH
BROOKLANDS MUSEUM, SURREY
SATURDAY, JUNE 6TH
To consign motorcycles and for further information:
Telephone: 01753 639170
E-mail: auctions@historics.co.uk
www.historics.co.uk
BROOKLANDS MUSEUM
FINE COLLECTOR, CLASSIC CAR & MOTORCYCLE AUCTIONEERS

THE CLASSIC MOTORCYCLE

SUBSCRIPTION FORM

OFFER CODE: TCMDPS JUNE ISSUE

SIMPLY COMPLETE THE FORM BELOW AND RETURN TO:
TCM SUBSCRIPTIONS, PO BOX 99, HORNCASTLE, LINCOLNSHIRE LN9 6LZ

	SIX MONTHLY DIRECT DEBIT	**ONE YEAR** CREDIT CARD/CHEQUE
UK	☐ £20	☐ £42
EU		☐ £53
REST OF WORLD		☐ £57

PAYER'S DETAILS (MUST BE COMPLETED)

Mr / Mrs / Miss / Ms (please circle)

First name Surname

Email

Telephone

Mobile Year of Birth

Address

Postcode

DELIVERY DETAILS (IF DIFFERENT TO ABOVE)

Mr / Mrs / Miss / Ms (please circle)

First name Surname

Address

Postcode

Email

On occasion Mortons Media Group Ltd may decide to contact you by post/phone regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you do not wish to receive such offers please tick this box ☐
On occasion Mortons Media Group Ltd may decide to email/fax you regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you wish to receive such offers, please tick this box ☐
On occasion Mortons Media Group Ltd may permit third parties, that we deem to be reputable, to contact you by post/phone/fax/email regarding information relating to current offers of products or services which we believe may be of interest to our readers. If you wish to receive such offers please tick this box ☐

PAYMENT METHOD

1. ☐ DIRECT DEBIT

Instruction to Bank/Building Society to pay by Direct Debit:
I would like to change/take out a subscription for £20 per six months (UK only)

Account in the name of

Account number Sort code

Name of Bank/Building Society

Address

Postcode

Please pay Mortons Media Group Ltd direct debits from the account detailed in the instructions, subject to the safeguards of the Direct Debit Guarantee. I understand that this instruction may remain with Mortons Media Group and, if so, details will be passed electronically to my Bank/Building Society. **Originator's ID number: 830390**

Signature Date

Reference number (office use only)

2. ☐ DEBIT/CREDIT CARD

Please debit my: ☐ Visa ☐ Mastercard ☐ Switch/Maestro

Card number:

Start date / Expiry date /

3 digit verification code Switch issue number

Signature Date

3. ☐ CHEQUE I enclose a cheque made payable to Mortons Media Group Ltd

The Classic MOTORCYCLE

SUBSCRIBER BENEFITS

- **Pay only £3.33 per issue saving 21% on the cover price**
- **Delivered to your door before it goes on sale in the shops**
- **Never miss an issue!**

PLUS NEVER MISS

- **Exclusive offers**
- **Access to the Classic Bikers Club website**
- **Great competitions**



By subscribing to *The Classic MotorCycle* you'll get your magazine before it reaches the newsstands, and you'll save money too.

So, apart from that, why subscribe? Well, basically *The Classic MotorCycle* is a magazine put together by an enthusiastic team who are entrenched in the scene, who genuinely do spend their evenings and weekends tinkering with old motorcycles and riding them in events. We have the same frustrations and exhilarations as you, the same highs and occasional lows, the odd impossible-to-explain moments and instances of motorcycling joy. *The Classic MotorCycle* has access to the best motorcycle archive in the world too.

We're not perfect, we know it, but we are keen, we are real riders and we are happy and privileged to share our enthusiasm. So come and join *The Classic MotorCycle* family, you'll be most welcome.

James.

James Robinson, editor

FOLLOW US AT FACEBOOK.COM /TCMMAGAZINE

*SUBSCRIBE FOR ONLY £20



Just £3.33 an issue*

Enjoy celebrating the greatest eras of motorcycling history by taking out a subscription

3 EASY WAYS TO SUBSCRIBE

SUBSCRIBE SECURELY ONLINE AT www.classicmagazines.co.uk/tcmdps

CALL 01507 529529 QUOTE TCMDPS

OVERSEAS CALL +44 (0)1507 529529. LINES OPEN MON – FRI, 8.30AM – 7PM & SATURDAYS, 8.30AM – 12.30PM

OR SIMPLY FILL IN THE FORM PROVIDED AND RETURN TO OUR ADDRESS

Readers' Letters

YOUR VOICE & YOUR OPINIONS

De-Luxe Gordons

Thank you for yet another enjoyable magazine – especially for me, with the emphasis on AJS and Matchless machines. I must inform you of my particular delight when reaching page 70 and seeing a De-Luxe Gordon!

Some years back I placed an advert in the Morgan Three Wheeler Club magazine, *The Bulletin*, with a view to acquire one of these machines. Repeated over a period of several years, this quest became something of a 'cause celebre' in the MTWC with members submitting recollections and suggestions. Among the more printable was the recommendation that I would have more success if I changed my name by deed poll to Gordon.

To my great surprise, in late 2012, Jean Hammond, doyenne of the Register of Unusual Microcars, telephoned to say that one of the five or six known to exist might be available for purchase in Newcastle – from a chap named Gordon,

I am now the proud owner of a 1955 De-Luxe Gordon, totally original and untouched and with only 2008 miles on the odometer. That any have survived at all is remarkable, as following a breakdown many were abandoned at the side of the road had they not already been pushed into a ditch by their frustrated and disappointed owners.

Nick Taylor, editor of The Bulletin, Morgan Three Wheeler Club.



Above: Nick Taylor's fabulously original Gordon.

Tracking down a BSA Starfire

I wonder if any reader can help. I would like to track down my old 1969 BSA Starfire, reg number KMJ 91G.

The DVLA shows it as being taxed up until May 1999, so that could mean it is still intact.

I was its second owner back in 1970. It was bought from a motorcycle dealer somewhere near Mander Technical College, Bedford. I passed my test on this and covered many miles around Buckinghamshire, the Midlands and Anglia from my then home in Bletchley. If it's for sale I would be very interested, or if not a photograph would be appreciated.

Paul Bodsworth, Anstey, Leicester.

THE HOLY SUNBEAM



Was it a trick of the light that showed a large hole in the downpipe of the Sunbeam in the picture (Classic Camera, May 2015 issue), or an actual hole? If the latter, it must have been a touch noisy and the rider's right leg must have been in danger of being scorched. Having taken *The Classic MotorCycle* from the first issue, I still look forward (at 80), to my monthly dose of nostalgia. Thank you for an informative and thoroughly enjoyable magazine. Kenneth McMorran, Portmahomack.

Ed note: We're sure that it was an 'artistic' enhancement on the picture, as shown above.

Hartley & Carter

As a schoolboy in the late 1940s I lived minutes from Hartley's tuning shop on Plumstead Corner. On Fridays and Mondays my nose was pressed against the front shop window, viewing a row of Ariel competition machines ready for action on Friday. They were all rigid, girder-forked machines, with copper wire everywhere.

On the front window was taped a Green 'Un, showing a yellowing centrefold featuring a beach scene of men and bikes, showing the side valve Ariel, having just exceeded 100mph.

Alas, National Service robbed me of the sight of Fluebrushes all-sprung bike. Perhaps, when the tuning shop closed, it was made to serve other purposes.

Can your readers help to solve the riddle of writing on the shop's sign, Hartley & Carter? Who was Carter?

Paul Moore, Bournemouth.

Further praise for the model sidecar outfit

At least one reader was delighted to come across your reprint of the article from 1951 on the incredible model of a Stevens motorcycle and sidecar, which appeared on pages 64-65 of the previous issue (May 2015).

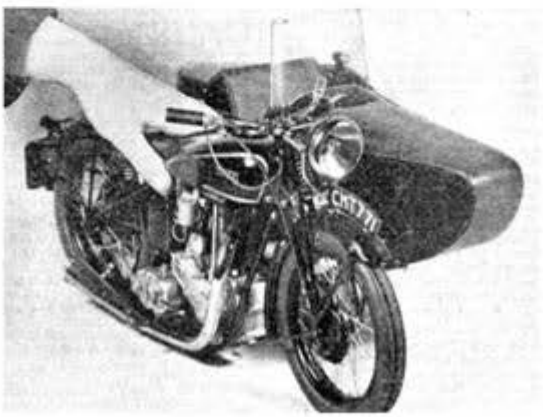
I can tell you that in the mid-70s it reposed in a display cabinet on the ground floor of the National Motor Museum, Beaulieu, Hampshire, complete with a description including information that it ran, and was lubricated by a 'petroil' mixture.

Purely in the interests of historical accuracy, you might find that Harold Willis' 'Willicism' for a piston was 'bung,' not 'cork.' I agree on the 'nail' for valve though, along with 'posh conductor' (works rider), 'candle' (sparking plug) etc.

Given that the French for the last two nouns are 'conducteur' and 'bougie,' with the latter applying in that language to either a candle or a spark plug, one suspects that Harold had more than one way of thinking behind his throwaway lines?

It was a lovely, sensitively-written article, if I may say so, and on one of the great designers of his time.

Nigel Stennett-Cox, North Walsham.



WRITE TO: The Classic Motorcycle, PO Box 99, Horncastle, Lincolnshire, LN9 6LZ
EMAIL: jrobinson@mortons.co.uk **EMAIL:** mbarraclough@mortons.co.uk **FAX:** 01507 529495

The Harold Willis Memorial Run



Harold Willis, here on the left, was a rider of some quality too, while Alec Bennett (right) was one of the 1920's 'aces.'

I had just completed the details for the 5th Harold Willis Memorial Run here in North Wales, and the very next day I picked up *The Classic MotorCycle* magazine and to my surprise there was an article on the very man. A lot has been written about Harold Willis in the past, but his final resting place remained a bit of a mystery. One day, a chance conversation with a 'velo fellow' from Shropshire shone some light on the matter, and so after a trip to St Mary's Church in Llanfair to see his grave I decided that a run through some of the most beautiful countryside in Wales would be very interesting.

The church door was locked (sign of the times) and so after returning home I contacted the churchwarden of St Mary's, Joan Powell, and explained my intentions about the run and the club, and the connection with Harold Willis. Some days later Mrs Powell phoned me and said that the name Harold Willis was on a brass plaque on the bishop's chair near the altar; this had been placed there by his mother in memory of Harold.

I then started organising the run; it was to be a one-off event, but with so much interest here we are in the fifth year.

We set off from Chester on a warm but blustery morning in September 2011. We headed out towards Corwen and then Bala, where we met up with members from the West Midlands. Then it was on towards Trawsfynydd, through Frongoch and around Llyn Tryweryn reservoir, and up to the highest point with Llyn Celyn on the left.

As we rode round to the left I could see the old railway viaduct with its beautiful stone arches. We headed down with the Cwm Prysor valley opening out ahead of us, and then rode the undulating roads all the way to Trawsfynydd. We took a right at the junction and skimmed the edge of the village, along towards a disused power station.

We soon dropped down into the Vale of Ffestiniog; the view was breathtaking and a photograph would be worthy of a place in the BBC TV show's Countryfile calendar. We turned left into Maentwrog, along with the river, and I looked right across the estuary towards Plas Tan-y-Bwlch – the Ffestiniog railway is hidden in the surrounding woodland.

Approaching the old toll bridge I looked across in the direction of Portmeirion, the Italian village used in the TV series The Prisoner. Arriving at the church, we were greeted by Joan who had agreed to open it up for us. She presented me with a copy of Harold Willis's burial register, which was dated June 11, 1939. Harold never witnessed Stanley Wood's TT win that year. Later, near the lynch gate and in the company of our president, Ivan Rhodes, we chatted to Mr Ned Thomas – a local man who had worked at the Velocette factory in the 50s. His father knew the Goodman family, who by now also had a house in Llandanwg, and he would tend to the maintenance of the property.

This now annual run has attracted a lot of interest. The next is on July 26, 2015. It's not limited to velo members, all are welcome – hope to see you there!

Geraint Jones, via email.

A REQUEST FOR HELP

During the Second World War my father was issued with a 1943 model Ariel motorcycle and served as a dispatch rider in north-west Europe. Could you suggest how I might see one of these machines in action at a classic motorcycle show and possibly discuss its handling qualities and performance with the owner?

If you have any suggestions as to how I might pursue this, I would be most grateful.

Contact trevofsherwood@virginmedia.com

Trevor Williams, via email.

Beat the deadline

For publication in the next issue write to us by May 8, 2015

Centenarians celebrate

Held on March 22, on this year's Pioneer Run every machine was at least 100 years old.

Words and photography: ALAN TURNER

When the first Pioneer Run was held, in 1930, the entered bikes were simply old and they were relatively few in number. By this year's event, the 76th, the 360 entered machines were all at least 100 years old and some considerably older.

The intervening years have increased the reputation of the run to make it the premier event for veteran machinery, defined as anything built before December 31, 1914. The event is organised by the Sunbeam Motor Cycle Club. A critical qualification for any potential Pioneer Run entry is to be in possession of the dating certificate issued by a Sunbeam MCC committee dedicated to the task.

Although sympathetic to those trying to restore and run motorcycles made by long-vanished manufacturers, the idea is to ensure that any veteran seen 'Pioneering' is as genuine as possible.

A brief scan of the programme underlines the status of the event, with riders from continental Europe forming a significant proportion of the numbers. However, for serious commitment it was hard to beat Zachary Sagurs from Bermuda with a 1905 453cc LMC and Pete Young who came from the USA to ride the VMCC's 465cc 1904 Dreadnought.

1 **Len Perry, 92 years young, receives his trophy from the Mayor of Brighton & Hove, Coun Brian Fitch.**

2 **Roger King's 1914 Scott sidecar outfit is a family heirloom – it was his father's bike and has already completed a number of Pioneer Runs.**

The first departures left Tattenham Corner at Epsom Downs Racecourse at 8am, in cool but dry weather that was typical of the Pioneer Run's traditional early spring date. Inevitably, each year there are many non-starters and every one will be for a different reason – but there's always next year! The last starters were on their way soon after 9am.

The Pioneer route south to Brighton is less than straightforward and potential traffic hold-ups are avoided whenever possible. After the brake test of Reigate Hill, it's reasonably level going before skirting Crawley and the long steady climb up to Pease Pottage and another level stretch on to the coffee stop at the magnificent Handcross school.

This is an opportunity for the rider to refuel and occasionally for the bike to receive attention. It also marks the point where some unfortunates retired.







3 A simple veteran machine? The controls of Ken Lee's 1904 3hp James H Smith leave that definition open to question.

Peter Jackson (1913 FN) had a lucky escape here, when his handlebars broke as he was about to set off for the last part of the journey. Having successfully completed the run for the last few years, it was a disappointment, but he remained philosophical, an attitude that is a prerequisite when involved with veteran machinery.

Handcross may be a fairly small village, but it is a favourite gathering place for spectators and thus responsible for major delays for those on the run. After that, the route offers a more pleasant experience as it meanders to avoid the worst of the Brighton traffic, before rejoining the main A23 at Pyecombe.

The city of Brighton and Hove offered worse than usual traffic problems as a result of roadworks. At least the bikes were allowed to use the bus lanes, which was a considerable help. One or two, suffering transmission problems, found it easier to push in over the last quarter mile or so.

4 Brian Jones had to overcome problems galore with his 1898 Peugeot and was understandably delighted to finally reach Brighton.

5 Doubtless, each has a story to tell! Motorcycles that have outlasted almost all of us.

Finally, for most starters, the reward was the sight of the famous Palace Pier and the final stretch to the finish line on Madeira Drive. The fine weather doubtless helped, with just 28 posted as retirements.

For the vast majority that made it, it was time to relax and savour the moment. Brian Jones considered himself entitled to a wider grin than most. His 1898 Peugeot tricycle had dropped an inlet valve as he went to the start line! Luckily, he could sort it out and, delayed, set off to endure further minor issues before he finally made the finish.

At 2pm, it was time for the prize giving. First were some special awards. Richard Lemon (1912 BSA sidecar) and Mike Sherwin (1913 Douglas) had both taken part in 50 Pioneer Runs. While 18 riders admitted to being octogenarians in the programme, they were trumped by Len Perry, who had ridden his 1913 Sunbeam outfit.

The combined ages of bike and rider came to 194 – enough to capture the Lt. Col 'Tiny' Ayers Memorial Trophy, awarded for such an achievement. Len received his trophy from the mayor of Brighton & Hove, who shared prize-giving duty with the mayor of Epsom and Ewell. Both of the dignitaries were full of praise for the event and were plainly delighted to be involved.

The Larry Fenton Award for the greatest rider/bike age difference went to Sam Bewley, who was 82 years younger than the Wall Autowheel that he had coaxed to the coast.

"The Pioneer route to Brighton is less than straightforward."







Alan (241) and Robert (240) Hummerstone set off on their 1914 Sun models for the final leg to Brighton.

Jacqueline Bickerstaff took the Ladies Award. More often seen aboard a V-twin of Stevenage origin, she was riding a 1909 Triumph on this occasion. Julian Wade gathered his remaining strength to collect the Bob Currie award for the 'Most Meritorious Performance,' he had pushed his ailing 1914 BSA from somewhere back in Brighton to register as a finisher. He did better than Andrew Johnson, who finally got his 1904 Phoenix forecar to Brighton at 4pm.

Alan and Robert Hummerstone left the coffee break together. Both were riding 1914 Sun bikes, of 269cc. Perhaps the final word is best left with Alan, who summed up the event just before they left the coffee stop: "We know the congestion will be as bad as ever in Handcross. We know we will meet some dodgy driving on the way into Brighton. We know the city will be clogged with traffic. But this is the Pioneer Run – it simply has to be done."

1 **It may look serious, but it's no worse than a control cable repair for Fred Taylor's 1914 Connaught at the Handcross coffee break.**

2 **Rick Bearcroft (in topper) with John Carter on a 1904 Rover Forecar – the oldest known powered vehicle from the Coventry manufacturer.**

3 **Powered by a 995cc V-twin, Victor Norman's 1913 Flying Merkel was definitely one of the quicker entries.**







PREPARING FOR THE SADDLE

On the eve of his Pioneer Run ride on the VMCC's Dreadnought, an experienced veteran rider has a test run...

Words: PETE YOUNG

Bonk, bonk, bonk. The familiar sound of an early single cylinder motor firing. Standing alongside, I take three slow steps forward and release the valve lifter to produce that wonderful melody.

Still at walking speed, I take a quick step on to the left footboard, take a breath and lift my right leg over the saddle so my right foot can find its footboard. All that remains is to gingerly lower my posterior on to the saddle. And just like that, we are underway.

We are somewhere in the English countryside. Truthfully I have no idea where I've started this ride, or where I'm going. Jet lag from the flight from San Francisco to Heathrow, and the train ride up towards Rugby has left me tired and a bit discombobulated. Cool fresh air on my face at 25mph clears that right up as I start to meander through the countryside.

Mike Wills is my host for the day, and he recommends a loop route through the hills and farms, then back to his village. I'm in England with the privilege of riding the Dreadnought, Harry Karslake's one-of-a-kind creation that he bequeathed to the VMCC decades ago. Karslake built his machine in 1904, gathering up pieces via train rides to various towns to buy the bits.

Running it for more than two decades allowed him to make improvements and to adjust the bike to fit his 6ft5in frame.

As George Brough rode the machine in the first Pioneer Run, and as the VMCC presidents have done in the 75 years since, it is my honour to take this fine machine from Epsom Downs to the Brighton seafront. This practice ride on the day before the 76th Pioneer was planned so I could learn how to twist the various levers and knobs and hopefully stay between the hedges while continuing forward motion.

There is no 'typical' Pioneer machine, but this one is similar to others in that it lacks a clutch. Therefore all stop signs and red lights result in a dead motor, necessitating the pilot to dismount and bump start each time.

Stops are affected mostly through the compression release; the brakes do very little. And the automatic inlet valve is controlled not through a camshaft, but simply via the suction of the piston pulling the valve open. Knowing these things, and understanding the history and immense value of the bike gave me some apprehension in the weeks leading up to the test ride.

My fears and concerns melt away within the first 100 yards of riding. Either way, a smile comes over my face that will not disappear for some time yet. Simply put, there are no issues with the machine. Every control lever sits just where it should. My fingers don't need to stretch, my arms don't tire and even that awful-looking seat provides plenty of comfort.

The only surprise is the first bump in the road. As the front tyre leaves the pavement momentarily, I'm reminded that there is no suspension on the front of the bike, nor the rear. Karslake's work, and the preservation and use of the machine by the VMCC has resulted in a 111-year-old bike that runs better than it did in 1904.

The battery ignition is set towards the middle of the lever's range, the air lever left closed, and I simply open and close the lever throttle to accelerate and decelerate as I wish.

Bonk, bonk, bonk. We amble through the country. Sometimes at 23mph, sometimes closer to 28mph. Only one solitary car is seen on the entire ride. Stopping to ask directions, the 465cc motor bumps right back to life without any special efforts. Chuffing along the scene is quiet and still. I hear the automatic inlet valve fluttering as the motor revs rise a little too high for the small valve spring.

The rpms automatically drop and the valve functions again as intended. The motor is almost self-regulating and operates best at its own favourite speed. It is not my place to ask it to do otherwise.

"I'm in England with the privilege of riding the Dreadnought, Harry Karslake's one-of-a-kind creation."

Tomorrow will be a big event. We'll wake around 4am to travel to Epsom and finish a curry dinner near midnight. There will be hundreds of handshakes and hellos, and plenty of poses and photographs. 350 old machines to see, 3500 cars to dodge in the Brighton traffic. There will be old friends to speak with, and new friends to meet. After several months of working overtime all the stress, planning and preparation will pay off and it will be a successful ride. But today, riding the Dreadnought in the Rugby countryside, I do not have a care in the world. Bonk, bonk, bonk.

Footnote: Pete enjoyed a successful ride on the Dreadnought. Read more about Pete and his exploits on his wonderful website, https://occhiolungo.wordpress.com/

I'd like to thank Mike Wills, Tim Penn, Harry Wiles and the VMCC for the use of the Dreadnought and to Ian McGill and the Sunbeam Club for hosting the 76th Pioneer Run.



FROM THE SADDLE

A first-person account of riding to Brighton on an unrestored two-stroke.

Words: TIM SIMKINS

For a number of years I have been privileged to ride Ivan Rhodes' 1913 Model A Veloce, the first Veloce model to bear the name Velocette, on the Pioneer Run. The A has never been restored and is a good, honest little motorcycle that goes remarkably well.

My start time was 8.54am, so this means making our way to Epsom Downs for 8am. I am scheduled to start with Dave Masters on his inlet-over-exhaust Veloce [shown below, on the left, with Tim right] and my friend Doug Mitchell on a Baby Triumph.

We arrive in good time and sign on, meet up and wait for our start time. Since none of us three had clutches and it is an uphill exit from the start area, we push up to the road before the time-honoured run and jump start. Fortunately the Model A fires up readily.

The first mile is fraught, with many stopped only a few hundred yards out. There are also three sets of traffic lights in very short order too, which means more running and jumping…

Once we are on to the A217 things ease up. It is a steady climb all the way to the top of Reigate Hill and the Model A pulls well, with a 30mph touring speed. It is a bit tricky just before the M25 junction because riders have to get into the middle lane. More lights at this junction, but judicious use of the exhaust lifter and fully retarded ignition usually mean no stops. Reigate Hill is not for the faint hearted, or the underbraked.

Doug, Dave and I keep close company until Doug stops to rectify a loose petrol tank. Dave sails on. Doug decides to take the tank off completely and tells me to carry on, which I do. One of the things that often surprises me is it can be a lonely ride on some of these events, despite the large entry.

Just before I get to Handcross, about an hour into the journey, I pass Pete Young on the Harold 'Oily' Karslake Dreadnought. I give him a wave. It is then into Handcross School for coffee and cake. So far, the morning has been dull and cold, and the stop and hot drink are most welcome.

Back on the road, the village of Handcross is a nightmare; the whole village is snarled up. I get off and walk along the pavement past the traffic, then set off on the final leg into Brighton.

This is the relatively hilly bit of the route, which the Model A usually copes with well, but today it seems a bit reluctant. The final hill test is Pyecombe, a long, steepish climb, from a mini roundabout. The success, or otherwise, of climbing this depends on how quickly I can get round the left turn from the roundabout at the bottom.

Today is not good; I have to slow down for a car and the climb is slower than I would like and the Veloce runs out of steam 20 yards from the top. I walk over the brow of the hill and push off; the Model A fires up immediately and it is now down hill all the way to Brighton. The lack of power is, I am sure, as a result of worn rings.

The Model A has ¼in wide rings, which have a very shallow radial depth and after 100 years I think they could do with replacing. Anyone got any?

As Pepys would say 'And so to Brighton.' This is the really exciting bit. The old A23 (now the A273) joins the new A23 for about two miles and in order to go straight on at the Patcham interchange with the A27, riders have to get into the middle of five motorway-like lanes, with traffic shifting at the legal limit.

The outskirts of Brighton are now not as bad as they were. At least, not for us veterans; we use the cycle and bus lanes to avoid the inevitably long queues to the seafront. The plethora of traffic lights means a bit of running and jumping, which keeps the circulation going.

I cross the finish line and sign off, and receive my finisher's medal. It has taken me a shade under two hours including coffee stop. We adjourn to Volkes Bar for the usual celebratory Guinness or three (I'm not driving or riding anymore today!), fish and chips and watch the remainder of the entrants arrive. As usual at Brighton, the sun comes out; all in all a great fun run.

Many thanks to Ivan for the kind loan of the Veloce and Tony and Martin Ingram for their support.

End



INSURANCE CHAMPIONS

Up to 25% off for Owners Club Members

CUTTING PRICES NOT CORNERS



Bikesure Insurance Services understand how important it is to get the right cover for you and your bike. We offer specialist policies, which we tailor to your own riding history and personal requirements. Our quotes are competitive and we focus on finding you tailor-made insurance schemes which cut prices, not corners.

Call us today for a free, no obligation quote.

Benefits available include:

- Agreed Value
- FREE Legal Expenses
- FREE Breakdown Cover
- No Excess
- Great Value Multi-Bike Policies

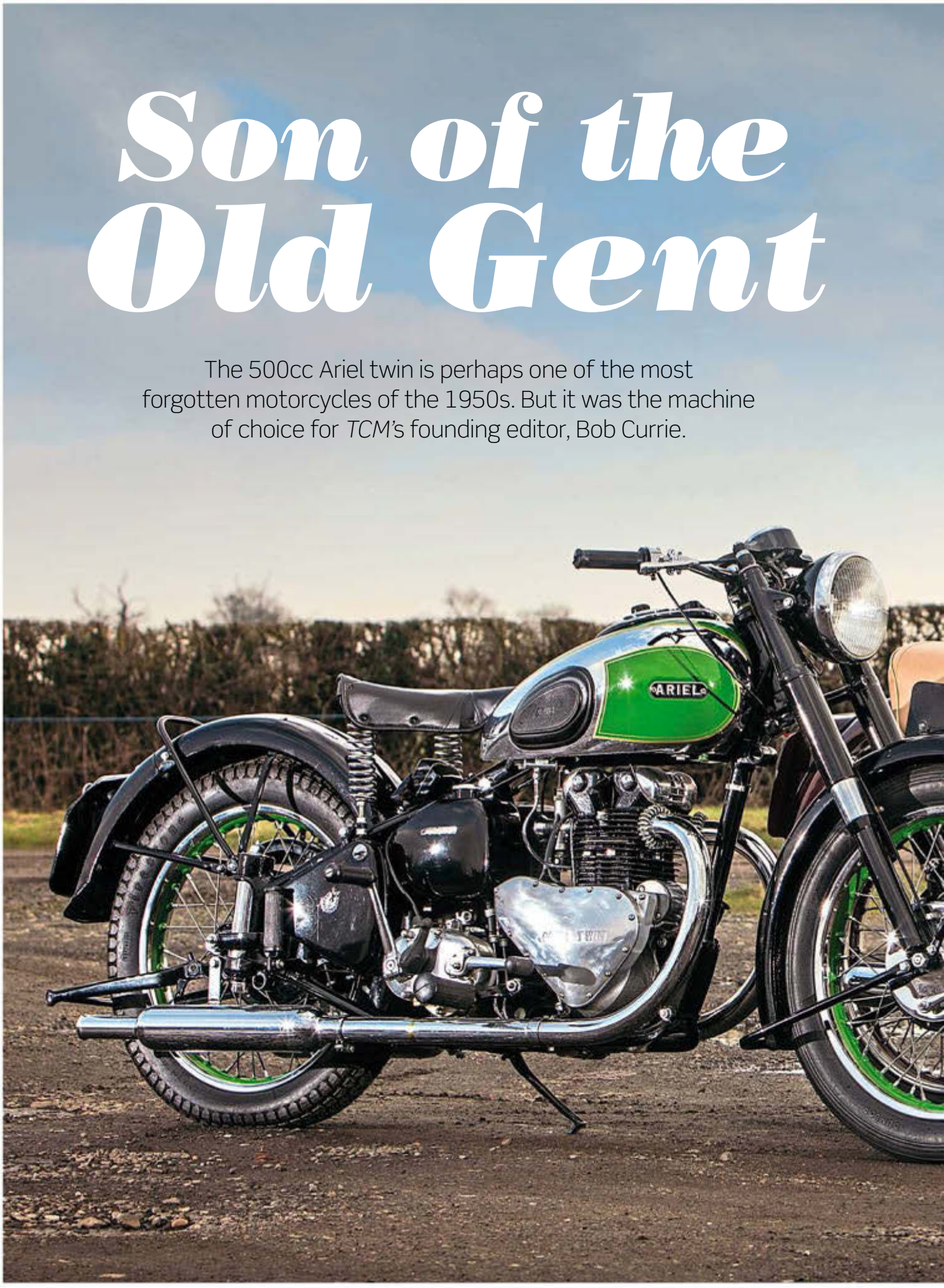
0800 089 2000
bikesure.co.uk

Authorised and regulated by the Financial Conduct Authority.

Bikesure
Freethinking Insurance

Son of the Old Gent

The 500cc Ariel twin is perhaps one of the most forgotten motorcycles of the 1950s. But it was the machine of choice for *TCM*'s founding editor, Bob Currie.



Ariel's first postwar parallel twin was, as befitted The House of the Horse, a thoroughbred. Springing from the pen of the designer most associated with the marque, the great Val Page, it was an honest, well-engineered design which in 90mph KH Red Hunter form, verged on the sporting. It was the last pure-bred four-stroke design from Ariel, as the 650cc FH Huntmaster which joined (and eclipsed) it for 1954 was famously an adapted BSA A10 clone.

Val Page had returned to Ariel and started work on his 500cc twin in 1939/40, well before the 1944 BSA takeover of Ariel. Its true genesis, like that of the Speed Twin and the Norton Dominator, lay in a very early 1930s development at Ariel. There's a photo that's as iconic in its way as the Sun Records' 'million dollar quartet' one, with Elvis, Johnny Cash, Jerry Lee Lewis and Carl Perkins jamming at a piano.

This one shows Page, Edward Turner and Bert Hopwood around a drawing desk at Ariel. With all three present, one of the coupled crankshafts of Turner's Square Four design had been removed, to leave a 250cc twin (since the early 4F Square Four was 498cc). With a 360º crank and a suitable camshaft, the idea of the parallel twin, which would go on to dominate the British industry for the following 45 years, was born. Ariel publicity would call its 500cc twin 'Son of the Old Gent' i.e. the Square Four, and perhaps spoke truer than it knew.

Words: STEVE WILSON **Photography:** GARY CHAPMAN



But the Speed Twin got in first?

Page, who had moved from Ariel to Triumph in 1933, had got the parallel twin format into production first with his heavyweight 650cc 6/1, but that had been envisaged for sidecar work only.

Appearing in the middle of the Depression, it had sold poorly over the three-year period before Edward Turner had arrived as boss in 1936, Page had departed for BSA, and a grumpy ET, claiming his ideas had been hijacked, cancelled the 650cc twin forthwith. A year later Turner would hit the spot with the launch for 1938 of his 5T Speed Twin.

Page's 500cc Ariel twin engine design clearly looked sideways at the Triumph original, and sought to avoid some of its weaker aspects. The crankshaft was not built-up as with the 5T, but a one-piece forged steel design, balanced and with bolted-on flywheels.

Unlike the Triumph with its twin gear-driven camshafts operating pushrods set between the cylinder barrels, Page, while also employing the Riley-derived layout of fore-and-aft camshafts, left the space between the cylinders open to cooling air, by positioning his pushrods at the four corners of the cylinder block.

The camshafts thus ran the full width of the engine and were less subject to wear than the Triumph; they were also chain-driven, and thus mechanically quieter. The pushrods were angled, so they could be removed and replaced without disturbing the barrel. For lubrication Page specified a gear pump rather than the plunger one used on Ariel's singles – and on the Triumph twins, where it would prove a potentially vulnerable feature.

the Four. So, from 1948 to its demise at the end of 1957, only some 13,700 Selly Oak half-litre twins would be built – a bit more than half a single year's production at that time of the Triumph twin.

To help achieve a design that would be economical for Ariel to produce, Page had used the exact (63x80mm) cylinder dimensions of the half-litre Triumph, giving 499cc; and with its inclined valves, compared to the Four's vertical ones, this permitted the use of existing pistons (the Ariel cutaways were said by some to be different to the Triumph, but they were not visibly so).

From the 4G Square Four came the con rod design, with greater distance between centres but with the same big-end shells, small-end bushes and gudgeon pins. The only other thing in common with the Four was the timing-side main bearing, a plain phosphor-bronze bush, and as on pre-unit BSA twins, this was never a problem unless a machine was constantly thrashed while regular oil changes were ignored. The drive-side main was a roller bearing.

The engine had to go into basically the existing Ariel singles' cycle parts, though since, unlike them, it featured a dynamo mounted forward of the cylinder block (with the magneto behind), the frame's single front down-tube had to be pulled forward, so the two were not identical. The Anstey-link plunger rear suspension system was an option from the start. The telescopic front forks were another Val Page design, and a fine strong one, which BSA co-opted for use on its singles and twins as well as for the Sunbeam S7/S8, with the design basically in use until the late 1960s.

"Val Page had returned to Ariel and started work on his 500cc twin well before the 1944 BSA takeover of Ariel."

Ariel always prided itself on user-friendly touches which helped promote the small firm as an intelligent choice for discerning, experienced riders. Highly unusually for the time, Allen screws were used on its 500cc twin, which meant that the covers for the four separate rocker boxes, the rocker split ends and their threaded pins, could all be worked on with the same small key.

Norman Vanhouse, an Ariel test-rider before he joined BSA, and one who owned a Speed Twin, judged that "engineering-wise, (the Ariel twin) was a better machine than the Triumph".

Why didn't it out-sell them, then?

With only the Triumph twin, and Herbert Perkins' BSA A7 for 1947, in production, Page, who had had a prototype running in 1944, then tested tool-room specials in off-road competition and with trade and press riders, launched the 500 in Nov 1947, a full year ahead of equivalent designs from AJS/Matchless, Royal Enfield and Norton. But God is on the side of the big battalions.

Ariel postwar production averaged around 9000 a year, for a full range including lightweights, singles and

Did the 500 twin have a name, then?

It had several. To start with it was offered both as the KH Red Hunter, echoing the prewar cutting-edge singles, and as the black-and-chrome KG De Luxe, which despite sounding swanky, was in fact the cooking version.

With the Red Hunter, for your extra £12 and change, you got a polished cylinder head, a slightly larger carb (1in versus 15/16in), and the option of a higher compression ratio (7.5:1 v. 6.8:1). All this gave a claimed 26 rather than 24bhp, with a top speed on test of nearly 90mph – hot stuff in 1948.

But with an all-iron engine then, and a single carb to the end, even the KH was never a real roadburner. It looked the part though, with unvalanced mudguards and a larger front wheel, plus the Hunter's magnificent gold-lined scarlet and chrome 3¼ gallon petrol tank (the scarlet was London Transport Red), complete with prewar type tank-top instrument panel and massive 7½in headlamp.

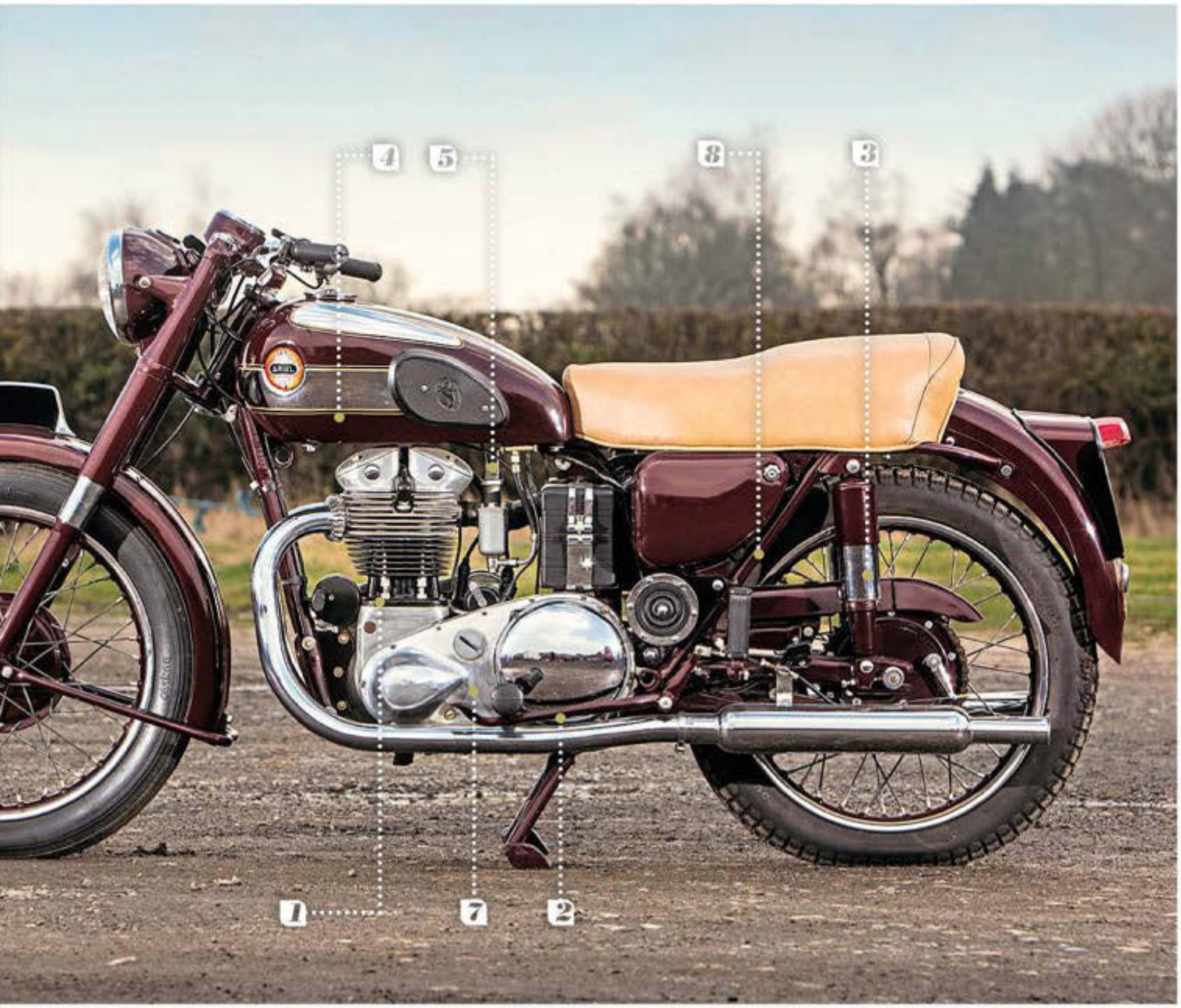
That lasted until 1950 when the speedo was moved from the panel to a casting on the fork crown and the tank enlarged to 3¾ gallons; and then in 1951 when (following Triumph) the panel was deleted, the tank became a new four-gallon item, and the Lucas



1 *Engine*

The ohv parallel twin engine was well liked thanks to its good pulling power and responsiveness. The engine in the KG500 De Luxe had a compression ratio of 6.8:1, while the slightly leaner, sportier KH 'Red Hunter' variant had a compression ratio of 7.5:1. During a test in *Motor Cycling*, a KH500 Red Hunter managed to achieve a top speed of 93mph. One of the defining features of the twin was the lively





acceleration, which was smooth rather than ragged and harsh.

2 Gearbox

The 1948 KG500 De Luxe had a four-speed Burman CP gearbox. In 1952 Ariel's list of annual amendments emerged, which included plans to introduce the KHA500 (the alloy-engined Red Hunter twin) which had a Burman GB gearbox, again with four speeds.

3 Suspension

The KH and KG 500 twins had rigid rear ends all the way up to the introduction of the new swingarm frame for the 1954 season, though plunger rear suspension was specified as an optional extra throughout the pre-swingarm period. The twins also featured telescopic front forks right from the get-go, which were developed by Val Page.



4 Petrol tank

The magnificent chromed petrol tank was always something that made Ariel machines stand out. It made a very powerful visual statement and reflected the quality of the machine itself. The 1948 KG500 De Luxe had a 3.25-gallon tank, though some later models had larger tanks – the 1952 KH, for example that could hold four gallons.



5 Carburettor

As with many British bikes of this era, carburetion was courtesy of a single Amal unit. This didn't change much during the lifespan of the twin, excepting a few minor tweaks as far as size was concerned.

6 Brakes

The seven-inch drum brakes on the 500 twin were subject to both praise and criticism. The were judged to be highly effective and hardwearing, but only when the fulcrum adjusters were correctly set up – and they needed setting up rather frequently.



7 Lubrication

The gear-type oil pump represented a departure from the norm for Ariel. The new system was quite modern in that it was a high-pressure system with a centrifugal filler.

8 Frame

This motorcycle's skeleton was a simple affair; tubular, all-steel and with a single front downtube. The ethos "less is more" could be applied here.

ARIEL

Thanks to

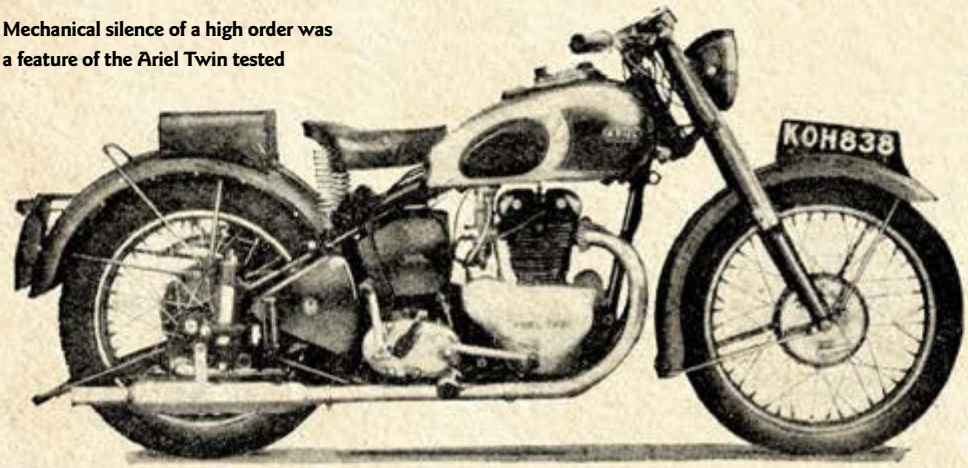
The National Motorcycle Museum
www.nationalmotorcyclemuseum.co.uk or 01675 443311

ROAD TESTS of new models

498 c.c. Ariel Red

A machine with high all-round performance,

CHIEF among the reasons advanced in favour of the twin over the single are its flexibility, smoothness and quietness. And it is mainly in these respects, as well as, of course, in all-round performance, that one twin is judged against another. The 498cc Ariel Red Hunter Twin, therefore, because of its excellence in all these regards, must be considered as one of the outstanding mounts in the modern 500cc class.



Mechanical silence of a high order was a feature of the Ariel Twin tested

Probably the machine's most noteworthy feature is its very high standard of mechanical quietness. Hot or cold, the engine on being started would settle down immediately to a beautifully slow, regular tick over. The valve-gear was all but inaudible, and the only noises that could be identified with certainty were from the pistons. Such was the exhaust quietness that the machine's full acceleration could be used at all times. Indeed, it was possible to take the machine right up to 30mph in bottom or second gear without the machines passage being at all ostentatious. There was no unduly marked tendency for the engine to pink.

Throughout the period of the test, the air slide was never required for cold-starting, which called for merely two easy depressions of the kick-starter pedal. When warm, the engine started with a light, easy, half-swing on the pedal.

From idling speed, right through the throttle range, the carbonation was clean and the pick-up brisk. The acceleration through the gears, when the engine performance was used to the full, was sparkling. There was at all times an impression of excellent smoothness of the transmission – a characteristic maintained throughout the 500 miles of the test. Neither chain required any adjustment. Low-speed torque was exceptional for a 500cc twin.

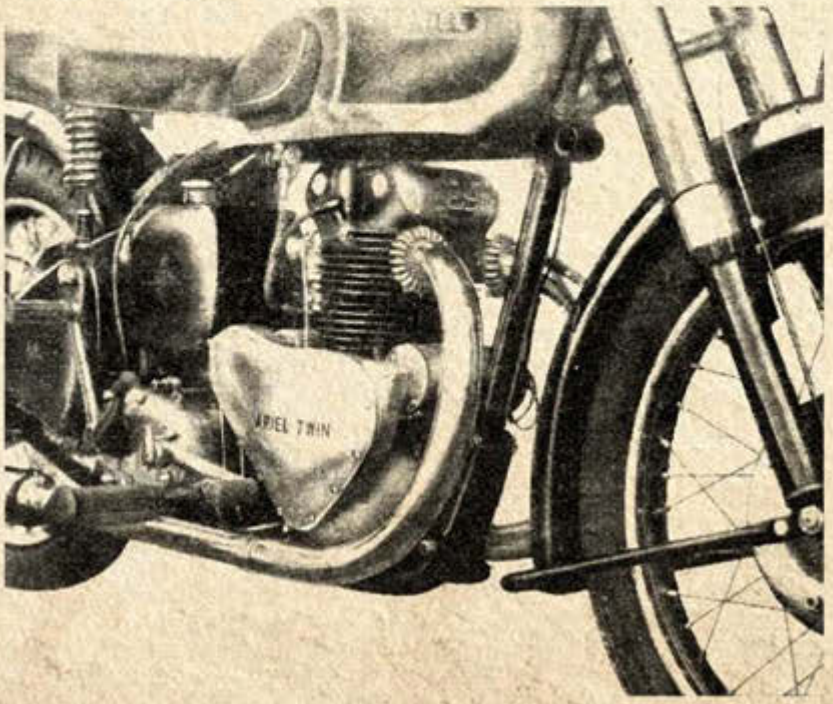
Engine balance was well nigh perfect. It was 100% throughout the speed range except that between 60 and 65mph slight vibration could be felt at the handlebars, saddle and footrests, so slight, however, as to be hardly worthy of note.

Where rapid acceleration is wanted, necessary attributes are a quick, upward gear change and ratios that are well suited to the engine characteristics. In these respects the Ariel again earned full marks. Upward gear changes could be made cleanly and in what might almost be described as racing fashion. The clutch was light in operation and delightfully smooth in its take-up of the drive. It freed perfectly at all times and withstood all but the most callous abuse. It required adjustment once: when the standing-start acceleration figures were being taken. Bottom gear could be selected from neutral with the ease of a warm wire slicing into a slab of butter. When the machine was stationary and the engine idling, neutral could be equally easily selected from bottom or second gear.

The upward gear change, it has been stated, was extremely quick. Care was required if "scrunchless" downward changes were to be avoided. Engine speed had to be carefully matched to the road speed and a pause made at mid-travel of the pedal movement. The indirect ratios were commendably quiet.

Average speeds in the region of 50mph proved possible even on journeys of no more than, say, 70 miles which were not without their quota of built-up area. Factors contributing to this were the model's brisk acceleration, the available 70-75mph cruising speed, the excellent handling, and powerful braking.

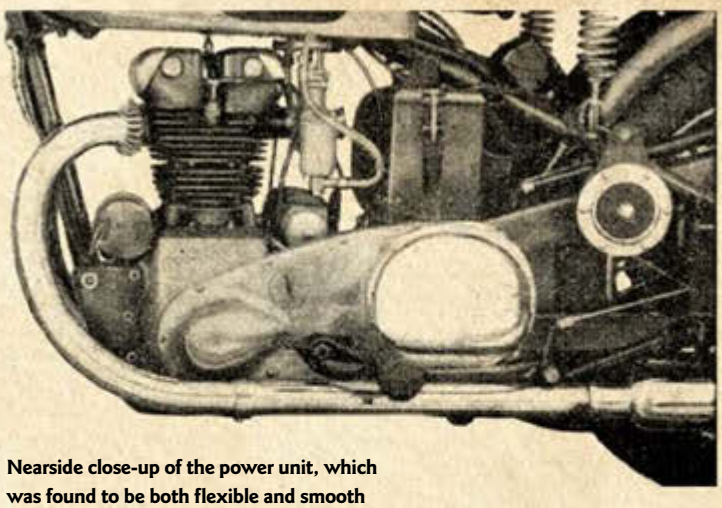
In the early stages of the test, the engine tended to tire if full throttle was used indiscriminately. After 1000 miles, when the engine was completely run-in, speeds of 70-75mph could be held for mile after mile. Not a trace of oil appeared at any of the engine joints. One exhaust pipe became straw-coloured, but not blue, in



Not a trace of oil appeared at any of the engine joints during the course of the test. Finish of the machine was: red and chromium tank with black frame and mudguards.

Hunter Twin

excellent steering and road-holding.



Nearside close-up of the power unit, which was found to be both flexible and smooth

the neighbourhood of the port. The handling of the machine at speed was sheer joy. There was never any pitching or wavering, nor chopping or snaking. Straight-ahead steering at high speed was perfect. The steering damper was never required. At very low speeds the steering was rather heavy and there was a slight tendency for the machine to roll. This disappeared at speeds more than 30mph and was never so pronounced as to cause concern on greasy surfaces. Indeed, the handling on grease was first class.

Riding position

The relationship between saddle, footrests and handlebars is such that the riding position is excellent. It was a position which proved to be equally suitable for fast main road work or about-town pottering. A taper fit on their hangers, the footrests are adjustable for height and also, of course, move fore and aft. The saddle height was dead right for riders of average stature. The handlebars are clipped to the head lug, forward of the steering axis, and provide a straight-arm posture and a good angle for the wrists. The handlebar controls are of the clip-on type. Though they may be positioned to suit individual riders, the hand-reach necessary for operating the brake and clutch levers was felt to be too great. The gear pedal is adjustable for height but could have been two inches shorter with advantage. The brake pedal fell immediately beneath the left foot.

The brakes were powerful, smooth, and progressive in action, with just the right amount of sponginess. They required fairly frequent adjustment if used to the point of abuse. Fulcrum adjusters for the shoes and finger adjusters for the cable or rod (front and rear respectively) are provided, and adjustment is very simply carried out.

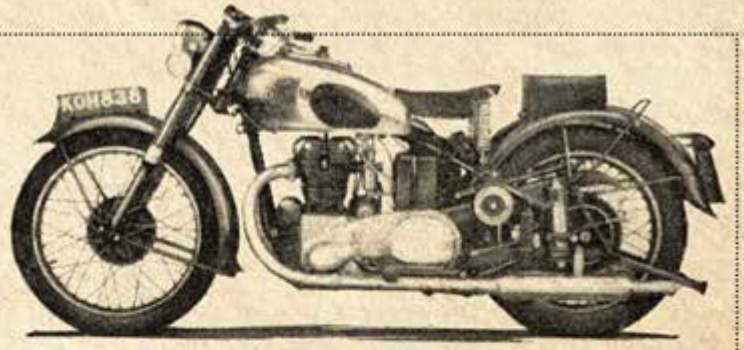
In its position on top of the fork legs, the speedometer was easily read by a normally seated rider. Incidentally, it was 5mph fast at 50mph. The position of the headlamp switch in the tank-top instrument panel was appreciated, since the switch is so easily operated.

Better than average protection is provided by the rather wide-section Ariel mudguards. Two separate petrol taps are fitted and each has a reserve position. Full lamp load was balanced by the dynamo at a speed of 30mph in top gear. The driving beam was long and flat, but rather too narrow to allow speeds of more than 60mph after dark. A pillion seat and pillion footrests were fitted to the test model, and the relationship between the seat and footrests was such as to provide a comfortable riding position. The machine has pleasing lines, and the red and chromium tank, and black frame and guards provide a distinctive appearance.

INFORMATION PANEL

SPECIFICATION

ENGINE: Ariel 498cc (63 x 80mm) twin-cylinder o.h.v. Cylinder heads and rocker boxes in one casting. Forged on-piece crankshaft: roller bearing on drive side, and plain, white-metal bearing on timing side. Light-alloy connecting rods, with shell, white-metal, big-end bearings. Compression ratio, 6.8 to 1. Dry-sump lubrication; oil-tank capacity, 5 pints.
CARBURETTOR: Amal; twist grip throttle; air valve operated by plunger on top of mixing chamber.
TRANSMISSION: Burman four-speed gear box, with positive-stop foot control. Gear ratios: Bottom 13.3 to 1. Second, 8.8 to 1. Third 6.4 to 1. Top 5 to 1. Multi-plate clutch. Primary chain, ½ x 0.305 in in oil-bath case. Secondary chain ⅝ x ⅜ in lubricated by bleed from primary case and crankcase breather. Rpm at 30 mph in top gear 1,934.
IGNITION AND LIGHTING: Lucas or B.T.-H. magneto with auto-advance. Separate Lucas dynamo; 7 in diameter head lamp.
FUEL CAPACITY: 3¾ gallons. Reserve taps.
TYRES: Dunlop. Front, 3.25 x 20 in ribbed. Rear, 3.50 x 19 in.
BRAKES: Ariel, 7 x 1¼ in, front and rear. Fulcrum adjusters.
SUSPENSION: Ariel telescopic front fork with hydraulic damping. Ariel link-type rear-wheel springing.
WHEELBASE: 56 in. Ground clearance, 5 in unladen.
SADDLE: Terry. Unladen height, 28 in.
WEIGHT: 402 lb, with dry tank and fully equipped.
TURNING CIRCLE: 14ft.
PRICE: £159, plus Purchase Tax (in Great Britain only), £42 18s 8d.
ROAD TAX: £3 15s a year: £1 0s 8d a quarter. Half-duty if only standard ration is used.
MAKERS: Ariel Motors Ltd, Selly Oak, Birmingham 29.
DESCRIPTION: *The Motor Cycle*, 27 November 1947.



PERFORMANCE DATA

MEAN MAXIMUM SPEED
Bottom: 40 mph*
Second: 60 mph*
Third: 74 mph
Top: 84 mph
* Valve float occurring.

MEAN ACCELERATION:	10-30 mph.	20-40 mph.	30-50 mph.
Bottom	2.8 secs		
Second	4.4 secs	4 secs	4.4 secs
Third	7.4 secs	5.2 secs	5.2 secs
Top		9.2 secs	7.8 secs

Mean speed at end of quarter miles from rest: 72 mph
Mean time to cover standing quarter mile: 17.2 secs.
PETROL CONSUMPTION: At 30 mph, 93 mpg; at 40 mph, 82 mpg; at 50 mph, 70 mpg, at 60 mph, 58 mpg.
BRAKING: From 30 mph to res, 29ft, 3in.
MINIMUM NON-SNATCH SPEED: 11-12 mph in top gear.
WEIGHT PER CC: 0.81 lb.

headlamp, now holding the switch and ammeter, a 6in one. At the end of that year the less popular KG was dropped.

Pursuing the name game, during 1953, the sole year for a KHA all-alloy variant, the KH became known as 'the Hunt Master' – confusing, because that name, rendered as 'Huntmaster,' was then also applied in 1954 to the new 650, A10-based twin. Only in 1956 did the KH gets its own moniker, 'Fieldmaster' – and by then sales of the 500 had nose-dived, as everyone wanted the 650.

Boxing writers used to call the middleweight championship 'The Doom Division,' and after Triumph and BSA introduced their big 'uns, that fundamentally had been the case for 500 twins; both for solo riders seeking more power and speed, and for the sidecar men who in the 1950s, made up a third of Britain's big bike buyers, 650s were the thing.

What were the Ariel 500's strengths?

They were really good to ride, extremely comfortable, and whether rigid, Anstey-link or swingarm, they all handled and held the road excellently. The 500cc twin's secret was its admirably low centre of gravity; they made the 650 seem top-heavy.

The only potential flaw was at the rear, where either wear in the Anstey-link system, or the characteristics of the original Armstrong dampers fitted to the 1954-on duplex-downtube swingarm frame, could mean some hopping about on bumpy bends. This was compensated for in the latter case by the unique box-section swingarm, which off-roaders proved to be exceptionally strong.

The engine never returned less than 65mpg. It proved sweet and flexible, pulling easily from low revs, as well as sturdy; the 500 felt muscular and responsive, full-size, and was well up to carrying a passenger and luggage.

Yet there was no feeling of undue weight, and that was not deceptive; the engine weighed only 1lb more than the equivalent single, and from the 375lb rigid original to the 390lb final swingarm version, they were always at least 20lb lighter than the 650. It was not as lively as a Triumph, but not a tame tourer either.

These 500s were almost always handsome and stylish. Even the demise of the chromed tanks from Feb 1951 to mid-'53 produced a gold-lined plain-painted red tank with a brass, enamel-filled art deco style name badge that was easy on the eye.

Touches such as the '49-on chromed front brake back-plate helped, and though the '53-on maroon-like Deep Claret, prone to fade and from '56 applied all over the chassis as standard, may have been one nod too many to the Speed Twin and its Amaranth Red, on the petrol tanks it was relieved by the 1954 to '56 Vauxhall-like handsome chromed flutes. The VHA's white-lined Wedgwood Blue finish, the Light Fawn vynide-covered dual seats – Ariels had a character all of their own.

The gearing from the Burman boxes following revisions for 1949 was spot-on for all-round use, 50-60mph cruising was readily available, and there were nice surges of power, though never delivered harshly – one owner confirmed that "you can accelerate out of a corner really smoothly, on a tiny throttle".



The brakes always remained seven-inch front and rear, but though the earlier ones may have needed frequent adjustment, they returned excellent stopping figures on test, and the 1956-on alloy hub ones, despite reputation and complex cable-operation for the rear, can be made to work really well.

Did they have faults?

Yes, but most were developed out. The original barrel finning was sparse, but it was increased for 1951. Ariel had a reputation for responding to feedback, both from the press and owners. Early tests found the steering lock limited, and that the rear brake pedal fouled the exhaust pipe – for 1949 the forks were modified with new crowns to improve lock-to-lock, while for 1951 the brake pedal changed to clear the exhaust.

The 1954 swingarm's redesigned oil tank had a filler which fouled the rider's leg kickstarting; for 1955 the filler was moved well forward and clear. The first dualseats tended to let the rider slide forward; they were replaced with the 1956-on wraparound design, perhaps the most comfortable in the industry. This responsiveness was in marked contrast to the big boys, where Triumph handling issues, or the BSA twins' less than satisfactory standard gear ratios, lingered for years.

The main timing gear's bush tended to rattle and wear. One niggle with the early engines had been the head-to-barrel fixing. The two were held together by eight studs, pulled down by nuts fitted between the fins of the cylinder barrel. While this avoided the usual rusty nuts or bolt heads on the cylinder head, in practice it meant that nuts could only be tightened by a thin set spanner ("a Meccano spanner," one owner claimed), a fiddly job that encouraged neglect and led to leaks at the head-to-barrel joint.

The 1953 all-alloy KHA, developed for the ISDT, where manufacturers were encouraged to field their twins to boost European sales, replaced the studs and nuts with an elegant system using through-bolts anchored in the crankcase. Both this arrangement, and the alloy cylinder head, went on the remaining 1954-57 KH twins, with the 7.5:1 c.r. standard, and output raised to 28bhp@6200rpm.

But by then the KH was going off the boil. Despite the continuing user-friendly touches – the supremely useable centre-stand for the new frame, 1955's access caps to the rocker boxes – the styling became progressively podgier-looking, even if the 1956-on 'Hawkman' headlamp cowl could be excused as a marque styling cue to be shared with Page's upcoming revolutionary Leader. It culminated in 1957's offering, with a massive new 4½gallon tank, plus a deeper valanced front mudguard with no front stay, which made it prone to splitting in the middle.

Perhaps it was as well that the KH bowed out at the end of that season. But this publication's founder Bob Currie, with all that was available to him, had chosen an early 1950s KH for his personal mount; and for most of its history this twin could be fairly summed up as it was by Ariel OC man, Geoff Thomason: "Sweet as a nut. A lovely, lovely bike." End





Central Wheel Components

Contact us for our latest brochure



Europe's largest supplier of motorcycle wheel components, with over **20,000 rims** and **1 million spokes** and nipples in stock. CWCs in house "blast and powder coating" facility can handle all your frame and wheel requirements.

Our tyre division enables us to supply you a complete wheel assembly.

01675 462264

8 & 9 Station Road, Coleshill
Birmingham, B46 1HT
email: info@central-wheel.co.uk
web: www.central-wheel.co.uk

TRIUMPH
RESTORATIONS

CLASSIC THRUXTON RACERS ALL SPECIAL PARTS AVAILABLE

SPITFIRE CAMS,
3 INCH TAPPETS, EXHAUSTS, THRUXTON SILENCERS,
ALLOY 5 GALLON TANKS
FAIRINGS, SEATS, FOOTRESTS, BOYER IGNITIONS

☆ *Special* ☆
AVON 3-PIECE FAIRINGS
CLOSE GEARS T100 UNIT

GEORGE HOPWOOD
020 8300 9573
112 Wren Road, Sidcup, Kent DA14 4NF

TIGER SPARES - USA

NEW ITEMS!!

1938-1959 4 Gal. Front Tank Mount
Front & Rear Engine & Gearbox
Mounting Plates - 1954 - 1962
Pre-Unit Gearbox Adjusters 1938-62
Pozidrive & Slotted Cheesehead
Screws for Timing, Chaincase &
Gearbox Covers

Your USA source for pre-unit quality parts that fit!

(651)338-5943

www.triumphpartsusa.com

PRE-UNIT TRIUMPH PARTS SPECIALISTS

LUMIWELD The original low temperature aluminium fusion welding process for repairing Aluminium, Zinc, Die Cast, Mazak etc.

Tool Box Kit - 5 rod.....£13.00 p&p £4.00
Tool Box Kit - 10 rod.....£18.00 p&p £4.00
Tool Box Kit - 20 rod.....£28.50 p&p £4.00
Tool Box Kit - 30 rod.....£37.50 p&p £4.00

All kits include Lumiweld Rods each Rod 9" or 225mm long, Stainless Steel Abraider, Stainless Brush plus detailed instructions

TANK CURE Trouble with leakage in your steel motorcycle tank then use TANK CURE, the epoxy based tank sealant (safe against Ethanol to 10%)

Standard Kit £42.00 Large Kit £48.00 p&p £6.00

All kits come complete with tank cleaner (degreaser), rust converter and epoxy resin for the complete internal restoration of your tank.

Also available to remove old epoxy resin. 500ml £19.95 + P&P £5.00

ALL ITEMS AVAILABLE SEPARATELY. TELEPHONE FOR DETAILS OR VISIT WEBSITE.

L B Restoration Services

Panderosa Farmhouse, St Lawrence Road, Bodmin, Cornwall PL31 2QU
Telephone/Fax: 01208 269746 wwwlb-restoration.co.uk

Motorcycle Brake Restoration Service

Have your old Hydraulic Brake Cylinders re-sleeved in Stainless Steel



• Brake Master Cylinders • Brake Calipers
• Kits, Seals and Parts • Brake Shoes Relined
• Parts available for: • Motorcycles, Cars, Commercial Vehicles

PAST PARTS LTD
Unit 4 Chase Road, Northern Way Ind Estate, Bury St Edmunds, Suffolk IP32 6NT
Tel: 01284 750729 Fax: 01284 756240

RGM
Est 1980

RGM Norton Ltd.
NORTON SPARES 1920-1977
DISTRIBUTED WORLDWIDE
WWW.RGMNORTON.CO.UK



ANSON CLASSIC RESTORATIONS

ROYAL ENFIELD · Brough Superior · Norton · TRIUMPH · VINCENT · AJS · BSA

www.ansonclassic.co.uk
sales@ansonclassic.co.uk
Unit 4K, Gelders Hall Ind. Est. Shepshed, Leicester LE12 9NH
01509 502534

Sidecar Specialists

■ Sales ■ MoT ■ Service ■ Restorations



Russell Motors

The Specialists for

AJS & MATCHLESS

BSA War Department M20 & M21. BSA B31 & B33.
Norton singles and twins.
Ariel War Department 350 wng. Amal & Lucas

125/127 FALCON ROAD, BATTERSEA, LONDON SW11 2PE

Tel: 020 7228 1714 Fax: 020 7924 4273

E-mail: spares@russellmotors.co.uk
www.russellmotors.co.uk

DRIFFIELD SHOWGROUND
EAST YORKSHIRE, YO25 9DN

NTET

DRIFFIELD STEAM AND VINTAGE RALLY

SUPPORTING LOCAL CHARITIES

8th & 9th AUGUST 2015 - Gates open 10am

Steam Engines & Cars, Organs, Tractors, Stationary Engines, Caravans, Cycles, Motorcycles, Commercial & Military Vehicles, Vintage Auction (Details 01377 253151)

Saturday Road Run through Driffield (6pm)

For Trade Stand Enquiries, Caravan and Camping (must be pre-booked)
Tel 01377 257494

Information (01377) 254384 www.driffieldvintagerally.co.uk

Chipping Steam Fair 2015

Sat 23rd, Sun 24th & Mon 25th May



Green Lane Showground, Chipping, Lancs, PR3 2TQ
Tel. 01995 61866 www.chippingsteamfair.co.uk



HOOD MOTORCYCLE JEANS

Impact - Optional CE approved D3O armour.
Free Delivery - UK and worldwide.
Service - Leg lengths altered to size for free.
Abrasion - New softer, cooler K-tech lining.
Proven - Made in the UK for over 17 years.

FOR SALES & INFO 01953 861166
ONLINE www.hoodjeans.co.uk

INNOVATIVE JEANS OF TRUE HERITAGE

FROM ONLY £119.99



'NORMOUS NEWARK AUTOJUMBLE

Newark & Notts Showground,
Newark-on-Trent, Notts NG24 2NY
(junc A1/A46/A17-signed)

SUN JUNE 7

ALSO JULY 5, AUGUST 23, SEPT 20, OCT 11

CUSTOMER EARLY BIRD PASS 8am-9am £10

DAY ADMISSION 10am - £6

LARGEST + BEST ONE-DAY AUTOJUMBLE IN UK – over 3000 plots previously – inside and out – vast classic display – up to 1000+ (cars, bikes, commercials, kits, custom, etc) - **FREE** DISPLAY AREA for classic cars and motorcycles (just pay admission charge) – **FREE** Trade Papers. **FREE** Sat night camping & caravanning (toilets and breakfasts available) for stallholders – **FREE** stewarded customer parking. Established 30 years of leading successful events. Demo, restoration and trade stalls welcome.
Plots from only £18 pre-booked. Send SAE for booking form or download from website.

Over 3000+ plots previously – reduced admission for classics from 10am

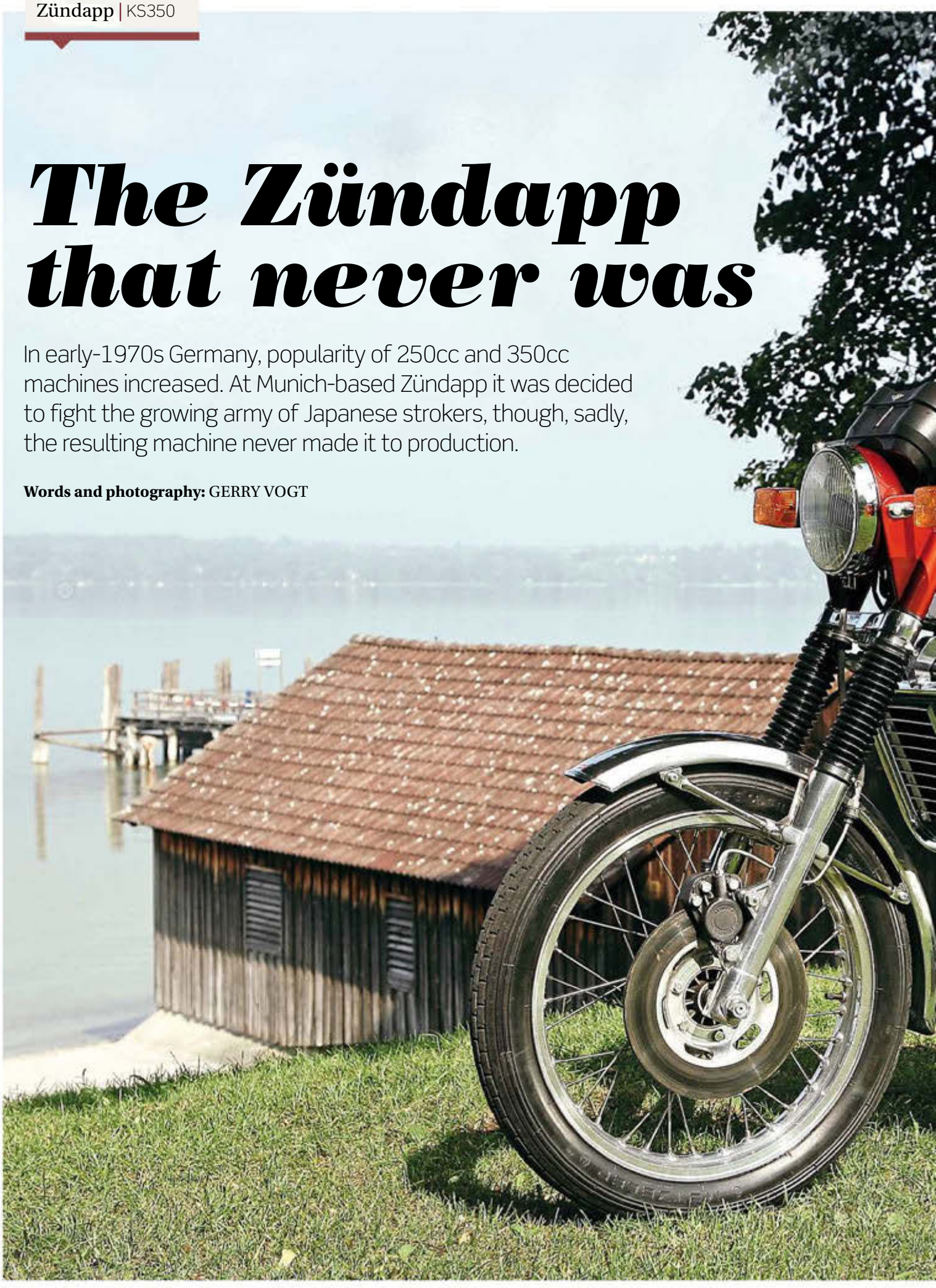
MORTONS MEDIA GROUP LTD
Media Centre, Morton Way, Horncastle, Lincs LN9 6JR
Tel. 01507 529470
Mob: 07824 145472
E: rgraham@mortons.co.uk
www.newarkautojumble.co.uk

OLD BIKE MART | Classic MOTOR | CLASSIC Car Buyer | CLASSIC CAR WEEKLY

The Zündapp that never was

In early-1970s Germany, popularity of 250cc and 350cc machines increased. At Munich-based Zündapp it was decided to fight the growing army of Japanese strokers, though, sadly, the resulting machine never made it to production.

Words and photography: GERRY VOGT





The BMW rider who stopped alongside looked aghast. Then, he was openly frowning at my bike, as we sat alongside one another at a red light. I had already noted his doubtful looks, and when I pulled into stop for petrol the Beemer rider followed me into the garage, flipped up his visor and shook his grey-haired head in disbelief. "Nah, that's a fake. Zündapp never made one of those. So what is it?" But inspection confirmed his first idea – that it was a Yamaha RD engine shoehorned into one of the late KS175 frames – was wrong.

It is in fact a rare prototype of a machine which could have made a significant difference to the German motorcycle industry – and if it had been produced that fellow at the lights may have been riding a Zündapp, rather than a BMW, when he stopped alongside me. The typical German instrument layout combined with the almost Italian-esque frame (the coupling that had my riding companion momentarily stymied) makes the prototype two-stroke twin a decent handler with plenty of 'go.' It's just a shame nobody could ever buy one.

Above: It could've been a contender... the still-born KS350 Zündapp.



Above: 'Typical' German instrumentation layout.

Right: Zündapp's popular KS175 was a hit.

Below: Neat styling touches show that this was more than just a prototype.



AS QUICK AS AN RD?

The two 28mm Mikuni carbs needed little choke to get the engine ticking over nicely, despite the fact it was still a piston-port arrangement. Just as pleasing was the clutch, which worked well and with virtually no drag, making changing up or down on the six-speed gearbox a pleasure. The draw-key gearbox on Zündapp's smaller models was known to have problems, including false neutrals and disconcertingly long travel for changes. Using a similar gearbox design did mean that the engine could be narrowed, which was perfect for a tiddler, but was considered inadequate for anything that produced more torque. A brand new gearbox was consequently developed, meshing all six of the gears with the usual cogs, producing a much more durable component.

The Zündapp twin responds well on the open road, and can reach a commendable high speed. The single disc brake doesn't seem too bothered by sudden stops; it pulls the 160kg-machine back enough to allow for any evasive manoeuvring without much extra effort on the rider's part. The bike seems to be as lively as any RD – it certainly was the kind of machine many Zündapp fans were looking forward to in the mid-1970s.

Everything was looking much more promising when Zündapp first started out, on the Anzinger Strasse in the south of Munich. Mopeds were high in demand, and the Combinette and its successors sold well. Zündapp machines started gaining recognition, and won countless national and international off-road events. In 1968 the Zündapp Trophy-Team won the ISDT, and to celebrate this achievement the company started production of 'proper motorcycles', including the off-road GS125 as well as the road-going version, the KS125.

The Zündapp management was quite reluctant to develop anything with a bigger engine, despite the fact that bikes with an engine size of 200cc or more were experiencing a steady rise in popularity. Yamaha's two-stroke range already had a dedicated fan base in the late 1960s, and Honda's CB250 was earning a reputation as a good machine for touring. Germany's 125cc machines, manufactured by Zündapp, Hercules and DKW, were by no means sluggish, but in terms of electrics and performance were miles behind those from Japan.

In the summer of 1973 – as sales of the Zündapp KS and GS125 range had dropped year on year – the Zündapp management decided to take the changing market more seriously. The decision was made to develop new 250cc and 350cc machines in an attempt to maintain the reputation of the marque.

Dieter Neumayer, head of the Zündapp works since 1971, reckoned on a possible price of 3500 to 4000 Deutsche Mark for these new motorcycles, with an estimate of 3000 machines produced per year. Roughly a third of that figure had to be for export only. "We had already started the year before, with our first studies and ideas," remembers Werner Adolph, long-term head of the Zündapp development team.



A vast array of factors had to be considered before development of these new machines could begin in earnest. First of all, relevant competitors were acquired and studied, starting with the Suzuki GT250, which was followed by various Yamaha and Kawasaki strokers. Each machine was tested, then taken to bits and examined.

It quickly became obvious that the best course of action would be to stick to a two-stroke twin if Zündapp was to keep up with its Japanese competitors. The 'specification book' featured a six-speed gearbox, a separate lubrication system and liquid-cooling. Dieter Kramer, who had developed the GS/KS frame, was the man Zündapp chose to develop a rigid but light chassis for the prospective new model.

Established two-stroke expert and editor of *Das Motorrad,* Siegfried Rauch and his colleagues were hoping to see an early example of the new roadster at Cologne's show in 1974. There was a prototype there, but not a road-going one – it was a 250/360cc motocross machine. Kramer remembers Zündapp's mindset during this period: "First of all, Zündapp wanted to see what the competitors had in mind. It was soon plainly obvious that we had overestimated their efforts, so we left our design study back in the van…"

MODERN ENGINE AND PROPER COOLING – BUT STILL PISTON-PORT

Creating an all new twin-cylinder two-stroke engine with a set of horizontally divided crankcases housing a 180 degree crank was quite a challenge for the engine designers, as well as for the test department. They had to leave conventional ideas behind, and components such as the gearbox needed to be completely reimagined. Instead of using a beefed-up version of the draw-key design, a constant mesh gearbox was designed, using undercut gears. The Thermosyphone procedure, an idea that Zündapp's engineers had adapted from boat engines and perfected on their top-of-the-range KS50, was definitely out of the question as the output was too meagre for the demands of a 350cc twin.

Instead, a central water pump and screwdrive were installed to regulate the temperature of the fluid in the water jackets. "We did not have any experience with these things, so we had to make lots of enquiries, talking to people who knew – companies like Hurth and ZF," Kramer explains. The handmade sandcast engine parts sprung a few leaks during the development stages, which were difficult to mend. Only after building a costly circulating oil engine – carefully prepared by the development team in agreement with the engine designers – was the full extent of the various faults revealed.

Due to all this extra work, it was hardly surprising it took some time to get proper results. The project had even been laid off for six months as other matters arose that required the attention of the development staff. Finally, after much to-ing and fro-ing, the first of three prototype engines was up and running and ready for a frame.

The short-stroke engine was quite revvy thanks to the two 28mm Mikuni carbs, and the engine produced a respectable 42bhp at 7300rpm. As German insurance companies were just changing their policies to reflect horsepower rather than engine capacity, the home market model was equipped with a single carb, adequate for the new 27bhp limit. Modified exhaust pipes from the KS125 were fitted to the new 350cc model, though the petrol tank and side covers were all-new and designed to suit the engine and the new radiator. The instrument panel and dashboard needed only slight alterations from the ones used on the KS175 model, which was a development of the KS125. An all-enclosed chaincase for hassle-free touring was specified and developed by Zündapp. However, Zündapp's manufacturing range had decreased. "You should know that only a few years earlier everybody teasingly reckoned we at Zündapp were even producing our own paperclips!," development engineer Adolph says with a grin.

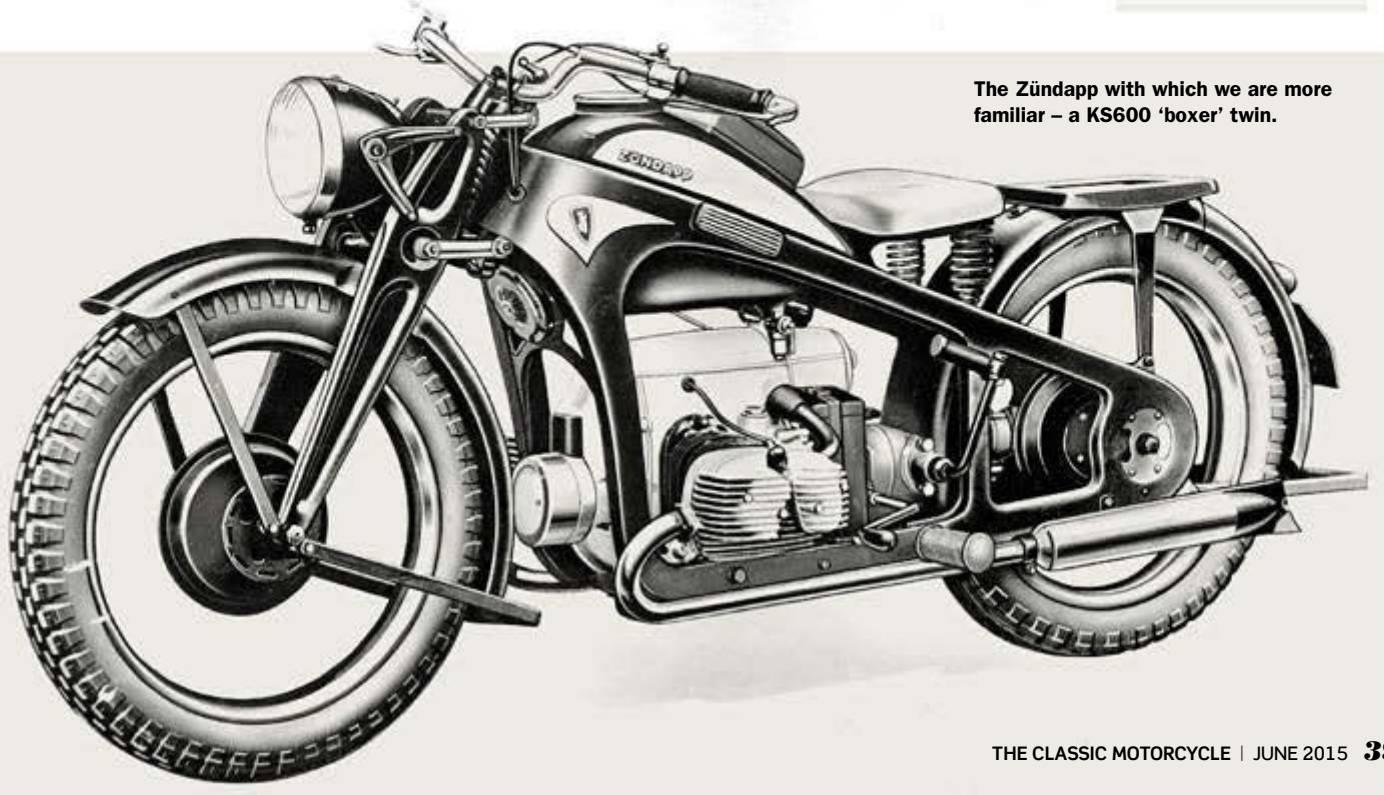
MODERN IGNITION, FORKS AND BRAKES

Bosch manufactured the ignition system, including the 12V alternator, a marked improvement from the 6V offering on the KS175. While the single-cylinder machine still featured Zündapp's own

FINER DETAILS

1977 ZÜNDAPP KS350/527-PROTOTYPE

ENGINE: Water-cooled two-stroke piston-port 344cc twin
BORE X STROKE: 62mm x 57mm
COMPRESSION RATIO: 8.6:1
POWER OUTPUT: 42bhp at 7300rpm (home-market 27bhp at 6600rpm)
GEARBOX: Zündapp six-speed
CARBURETTORS: two 28mm Mikuni (home-market: one 28mm Mikuni)
FRAME: Tubular steel cradle frame with twin downtubes
SUSPENSION: Telescopic forks with hydraulic damping at the front, swingarm with three-way adjustable twin shock absorbers at the rear
BRAKES: Single hydraulic Brembo disc brake, 300mm (front); full-width hub, 180nn, SLS
ELECTRICS: Bosch, Alternator output 12V
PETROL TANK CAPACITY: 16 litres
WEIGHT: 160kg (with fuel)



The Zündapp with which we are more familiar – a KS600 'boxer' twin.



telescopic forks and a Grimeca caliper and front disc brake, the new 350cc model was treated to a 300mm Brembo disc, with the front suspension courtesy of Marzocchi.

Cooperating with Mikuni guaranteed a well-developed separate lubrication system. The oil pump – a compact unit machined to neatly sit behind the kickstart lever – was a Japanese item, too.

However, the oil pump was still missing on the test machine. Another prototype intended for display at the Cologne Show in 1976 was completed at a later date – its oil tank was housed under the right-hand side cover. On the test machine, Akront spoked wheels replaced the Zündapp-made cast wheels from the later show bike. Also, the display machine featured a forked manifold and a single carb, to mark it as a restricted home-market bike. Siegfried Rauch praised the engine, even in its restricted form, as '…a torquey motor, right from low revs, a real comfortable unit.' This conclusion was drawn and he laid hands on the machine for a first brief ride. Despite the Nürnberg-based Hercules displaying a more conventional 350cc prototype on its own show stand, there was little doubt the completed KS350 was much more attractive – and production and delivery dates were given, too.

UNHAPPY ENDING

By the end of 1976, German motorcyclists could actually look at the machine in Zündapp's catalogue for the following season. "Dealers were, of course, really keen to have the new 350 in their showrooms as soon as possible," Kramer recalls, "but in April 1977 there were already rumours from Dr Dieter Neumeyer, that the forecast to get the machine into series production was pretty bad as far as capacity was concerned.

Above: Performance is lively and impressive.



Above: Front brake set up came from Italian concern Brembo.

Below: Zündapp's KS125 was able to fight the Japanese head-on.

"It was later stated that the price of the new Zündapp KS350 would have had to top its Japanese competitors by 1000 Deutsche Mark, mainly as the hourly work-rate in Japan was half of Germany's equivalent. No one really expected a decision against the bigger machine would be made – but as the factory was still working flat-out with 50cc and 125cc production, the press stated that investments delayed production at least until the summer of 1979. By the time everybody could read this and still hope, the die was already cast. On April 18, our development order 77070 finally ground to a halt and left us rather puzzled."

Before long, Zündapp lapsed into receivership, finally being bought out by a Chinese company. The window in which Zündapp could have possibly challenged the Japanese monopoly was well and truly shut – and bolted, too. End





Included with your bike policy

New Carole Nash rider cover

WE cover your mate's bike when
YOU ride it - FREE of charge on us!**

Carole Nash, a name you can trust

0800 781 9308

- ✔ UK & European breakdown and accident recovery, including Homestart assistance worth over £100
- ✔ Up to £100,000 legal expenses cover in the event of an accident which is not your fault
- ✔ RIDER** - FREE accidental damage cover when riding other bikes
- ✔ Free DNA+ protection system worth £30†
- ✔ Plus many more benefits

CAROLE NASH
30TH BIRTHDAY
The care it deserves

98% reevoo of customers would recommend Carole Nash
Scores correct as of January 2015

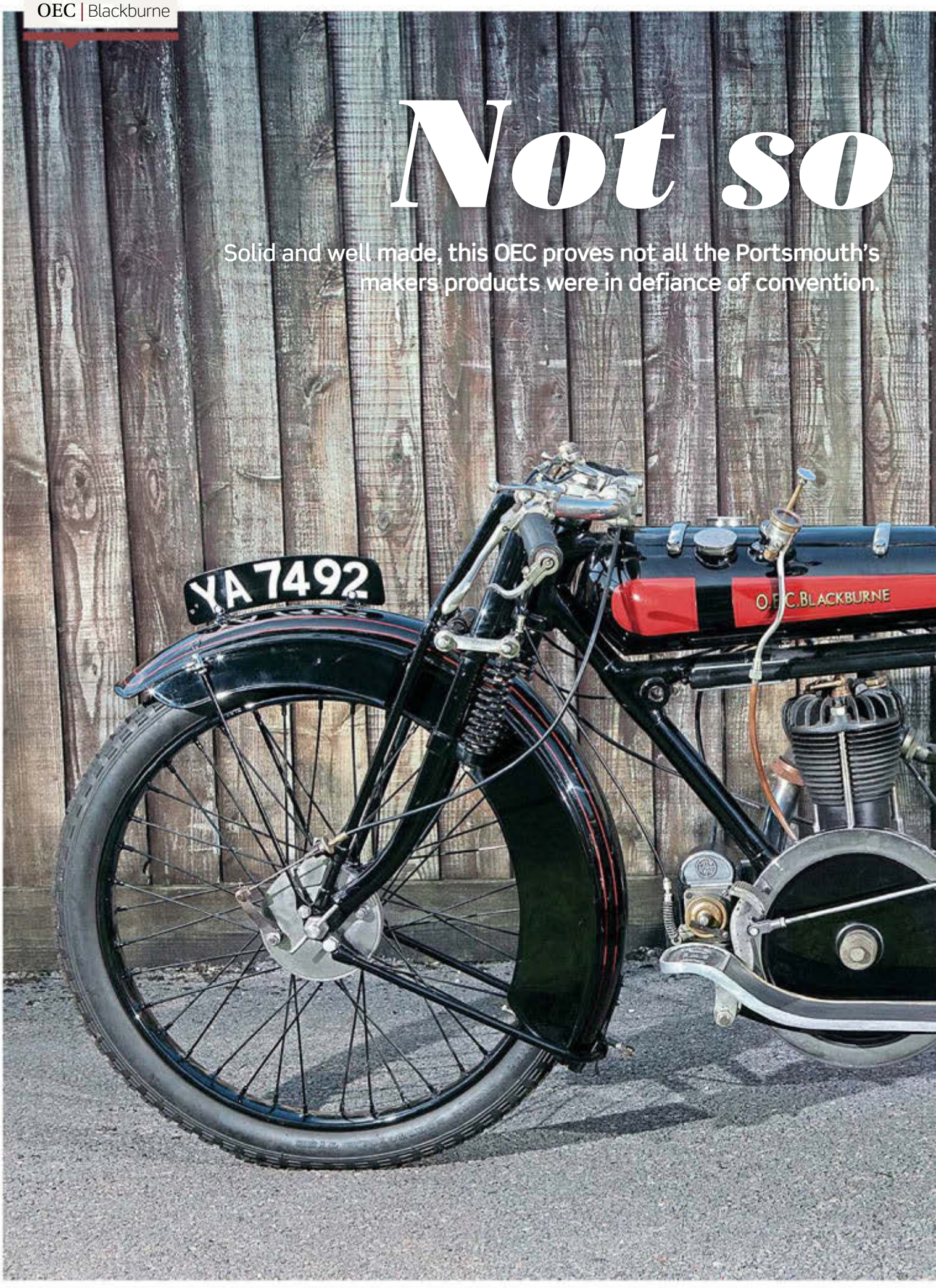
defaqto 2013 ★★★★★
defaqto 2014 ★★★★★
defaqto 2015 ★★★★★

†DNA+ protection system, terms and conditions apply - carolenash.com/dna-terms-and-conditions.
**Rider Cover: Both bikes must have comprehensive cover, terms and conditions apply - carolenash.com/rider-terms-and-conditions.

Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243.
Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

Not so

Solid and well made, this OEC proves not all the Portsmouth's makers products were in defiance of convention.



odd

Words: ANDY WESTLAKE
Photography: TERRY JOSLIN

A scrapyard in west Wiltshire is not the sort of place you would usually find a rare 1920s motorcycle these days, but that was where this 4¼hp 550cc OEC Sports was unearthed 40 years ago. That it was saved and has now been lovingly restored is down to the eagle eye of the late Lawrence Knight, who spied it lurking in a corner of Terry Shanley's yard, and the two years of hard work in the hands of **its present owner, Colin Groves.**

Colin is a man who is no stranger to the challenges of bringing bikes back from the dead and if you're a regular reader you might well recall his beautifully restored Model X Matchless featured in the January 2015 issue. Colin's OEC was made in 1923 and registered to its first owner Eustace Folkes of 31 The Portway in Frome on January 1, 1924.

The big 550cc single is now a bike which comes under the category of 'hens' teeth' and I understand it could possibly be the only example of this particular model to survive. As it sat gleaming in the afternoon sunshine, it was difficult to believe it had undergone such an amazing facelift from a pile of scrap into a bike which looked like it had just rolled out the OEC factory gates.

The Osborn Engineering Company had been founded by Frederick Osborn in 1901 initially making bicycles but quickly turning its attentions to the burgeoning market of motorcycles, using imported Minerva engines and until the outbreak of the First World War made machines under contract with Blackburne.

Frederick Osborn was reported in the period press as being rather conservative, and it was not until his son John took over the reins in 1920 that the company's reputation started to grow. By 1921, the OEC range had expanded to include a 147cc Villiers powered two stroke, the sporty 550cc side-valve single and a 998cc JAP V-twin.

But for most enthusiasts the name of OEC will be forever associated with quirky and unusual machines and with the launch of its innovative duplex steering system designed by Fred Wood in 1927, it offered unprecedented levels of stability at speed and became a popular choice of chassis for those attempting speed records.

Among them was Claude Temple who recorded 121.3mph at Arpajon and later in 1930 by Joe Wright, who, on his supercharged Zenith JAP – not an OEC as first claimed – registered a staggering 150.73mph at the same venue. With John Osborn at the helm, OEC had become an adventurous company, venturing where others feared to tread with some ground-breaking designs including the V-twin JAP powered sidecar outfit known as 'The Taxi' and the Whitwood Monocar.

FINER DETAILS

OEC BLACKBURNE

YEAR OF MANUFACTURE 1923
ENGINE Side-valve single cylinder four stroke
CAPACITY 550cc
BORE 85mm
STROKE 96.8mm
LUBRICATION Best & Lloyd semi auto drip feed
GEARBOX Burman three-speed hand change
FORKS Girders
BRAKES OEC internal expanding
WEIGHT (solo) 250lb
PRICE NEW 83 guineas (108 with chair)

The designers of the taxi replaced the conventional set of handlebars with a steering wheel while the Monocar was a two-wheeled car carrying driver and passenger in tandem with outrigger wheels and powered by a variety of engines from 250 to 1000cc. Needless to say it didn't take long for contemporary journalists to rename the bikes coming out of the Gosport factory as 'Odd Engineering Contraptions.'

While the speed records did much to boost the company's reputation, the day to day bread-and-butter work continued and by the early 1930s the range included 250 to 500cc singles and twins up to 998cc. These largely featured bought-in engine units from AJS, Matchless and JAP and for the sporting clubman included a 250cc trials model.

Again OEC dared to be different and in an era when virtually all of its contemporaries had rigid rear ends, the quarter-litre bike from Pompey featured a sprung rear swingarm that offered two inches of movement. In 2004 I was lucky enough to test ride one of the rare trials irons belonging to Bristolian John Prosser, and I can vouch that both on and off the road it was a seriously impressive little machine.

OEC was undoubtedly a free-thinking and inventive company with a workforce of around 30 – many of these taken on from the huge pool of skilled labour which became available when work was short in the adjoining dockyards – with the motorcycles made strictly to order and to avoid the 'middle man' and sent directly to customers.

By the mid 1930s, OEC was struggling to survive the Great Depression which threatened to engulf the UK economy and anecdotal reports suggest the firm was only saved from bankruptcy by a cash injection from a major motorcycle dealership located next door to the



Below: Andy Weslake gets to grips with the OEC.



Neat detail on the footboards.



The long-stroke Blackburne-engine, coupled to the three-speed Burman gearbox.

"OEC was undoubtedly a free thinking and inventive company."

Atlanta Road factory. By 1938 production was reduced to three models – all using AMC single engines – but by now the war clouds were looming and during the Second World War the Gosport factory was largely destroyed by the Luftwaffe's heavy bombing raids.

With hostilities at an end, motorcycle production eventually recommenced in 1949 at High Road in Portsmouth, in small numbers. The last OECs rolled off the production lines in 1954, with a batch of Villiers powered lightweights destined for Pakistan.

The name might have long since disappeared into the history books but Colin's 550cc sports is a lasting reminder of the quality of the machines which carried the proud name of OEC-Blackburne on their petrol tank. Colin takes up the story of its restoration: "When Lawrence (Knight) died in 2006 his partner Judy asked me if I would clear out his collection of bikes and spares – which was no easy task, as they filled five lock-up garages – but along with the eight tons of miscellaneous bits and pieces was the OEC single.

"I could recall Lawrence telling me how in the 1970s he had spotted it in the scrapyard and done a straight swap with the pile of scrap metal he'd taken along in the boot of his car, so restoring it seemed the perfect way of remembering an old friend.

"Lawrence had actually started the restoration as both the tank and the mudguards had been repainted but there was still plenty of work to do and it took me another two years before the OEC-Blackburne was running again. Initially it took some time sorting out what parts actually belonged to the bike, but eventually I discovered that the only major missing items were the carburettor, wheels, nearside foot-board, exhaust and silencer.

"OEC had thoughtfully fitted its bikes with interchangeable QD wheels which meant that in the event of a puncture they could be easily removed leaving the brake drums in situ. Sadly the wheels were missing but the drums were still there, so it was a relatively straightforward job to make some new hubs which were then laced on to a pair of rims by a contact in the flat tank section of the VMCC."



Right: Brochure detailing the arrangement between Blackburne and OEC. This dates to 1922.

Below: Colin Groves has enjoyed five decades of motorcycling involvement.



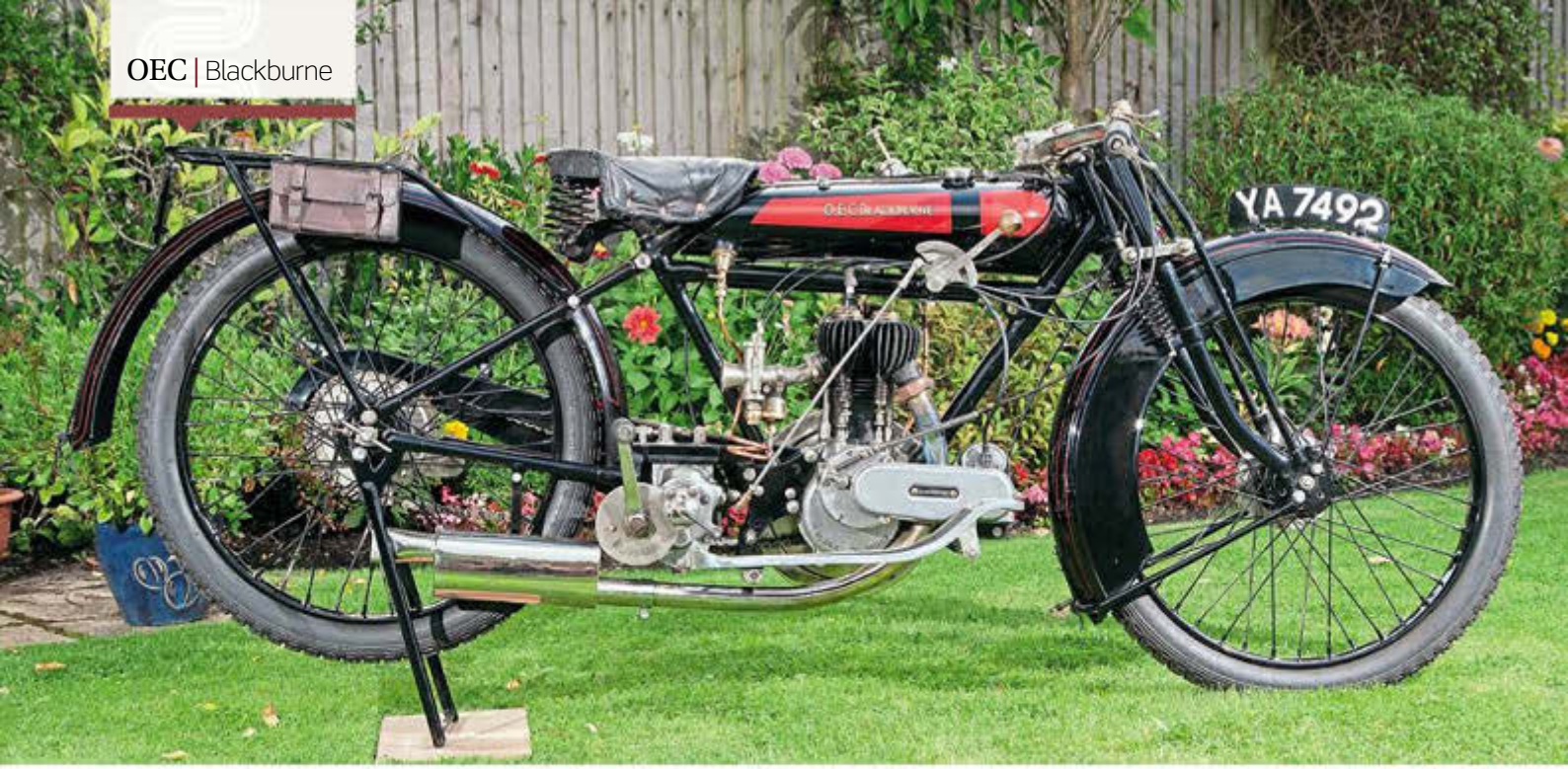
He said he had no idea how long the bike had been standing in the scrapyard before Lawrence got it, but on stripping the engine he was pleasantly surprised to find that both it and the three-speed Burman gearbox were in remarkably good condition.

"It was obvious that the motor had done precious little work as it was still on the standard bore and there was no wear in either of the mains and big ends," he said. "There were no valves or guides but I managed to pick these up at a Beaulieu autojumble where I also located the correct Brown and Barlow carburettor and a replacement magneto which was later rewound by Paul Lydford at APL Magnetos (01747 852136) in Shaftesbury.

"The Blackburne single was fitted with a heavy outside flywheel and while reassembling the engine I discovered that sometime in its life it had come off and sheared the key-way and was probably the reason it was laid up with so few miles under its belt.

"The near side footboard carrying the maker's name on its nose had been removed – presumably to accommodate a sidecar – but thankfully this was identical to the one on the offside and I managed to get a replica cast at Novacast in Melksham, which did a superb job with both this and a new timing case.





Low slung and purposeful, the OEC Sports model is possibly the only one, in this specification, extant.

"Throughout the restoration the VMCC's OEC expert Martin Shelley was a fount of knowledge and through him I later managed to secure a complete spare engine, gearbox and magneto from a fellow enthusiast who'd found them tucked away in a friend's shed."

Colin straightened and painted the frame himself and with the engine in place it was looking like a motorcycle again but there was still the small job of fabricating a replacement exhaust pipe and silencer; a daunting job for most but a straightforward one for the man who had spent much of his life as a self-employed sheet metal worker.

"Thanks to the photo of the offside of the bike I got from Martin Shelley I was able to work out the flow of the exhaust pipe and the design of the silencer but actually making the exhaust was extremely tricky," he said.

"It didn't flow in a constant curve like a conventional pipe as it had to dodge the timing case and various other protrusions so in the end I had to fabricate it in short sections and then weld them together; it took a lot of work but I was very pleased with the finished job and once it was nickel plated I couldn't see the joins."

Other than the couple of jobs he had to farm out to specialists, Colin carried out all of the work in his well-equipped workshop, a space which as he recalled, is very different to the one in which he did his first restoration nearly 50 years ago.



Above: Internal brakes are of OEC's own make. Wheels are interchangeable.

Below: Array of control levers, gauges, fuel gaps, pumps and sight-glasses can look rather intimidating...



"When Joan and I got married our first home was a flat over a fish and chip shop in Melksham, which meant that every time I needed to do any serious work on one of my bikes I had to wheel it up and down two flights of stairs; not an easy task if it was a hefty V-twin!"

During the last five decades Colin has owned, ridden and restored numerous bikes – 50 years on he still ruefully reflects on the Vincent Grey Flash he sold for very little money – but he's particularly proud of the OEC and I think you will agree it's a handsome-looking beast. In its period role as a single-seat sports machine the low-slung handlebars – which have the control cables neatly tucked away inside – give the 550cc single a 'head down' riding style over the long cylindrically shaped tank, which in addition to the fuel, also carries the lubricating oil in a separate compartment at the front.

As standard there were no sort of luxuries such as lights or pillion pad but in an era when the braking on most machines was regarded as 'marginal' the 250lb OEC was fitted with a pair of decently sized internally expanding drums to slow it from speed – these effective stoppers were of the Gosport company's own design and manufacture.

Like virtually all bikes of its era, a sprung seat is the only concession at the rear to taking up the jolts from the road, but a sturdy pair of Brampton girders at least give a couple of inches of suspension travel at the front. Mounted between the forks is a well thought-out deeply valanced front mudguard to keep the water and muck at bay and in its day the sleek-looking OEC single was undoubtedly a sophisticated piece of machinery.

Thanks to the eagle-eyed Lawrence Knight and the hard work of Colin Groves a little piece of motorcycling's rich history has been saved and preserved. It's a lasting reminder that not all of the bikes that rolled off the Gosport production lines carried the nickname of 'Odd Engineering Contraptions.' End



bennetts.co.uk

Insurance | Kit | Classifieds | Social

MAKE RIDING EVEN MORE REWARDING

5-star cover with exclusive offers as standard*

- ✓ We search a panel of specially selected insurers
- ✓ 16 of the most common modifications covered as standard
- ✓ UK-based specialists on call 24/7
- ✓ Defaqto 5 star rated – it's cover you can trust

Bennetts Exclusives* Handpicked by riders, for riders

- ✓ 25% off Muc-Off
- ✓ Up to 75% off Stenaline ferry crossings to Holland
- ✓ 15 months' warranty cover for the price of 12 from Warranty Direct
- ✓ Free Dunlop tyre gauge worth £25 when you buy Dunlop tyres

As a Bennetts customer you can get all these exclusive offers and much more!

UPGRADE YOUR RIDE NOW

CALL 0800 107 0786

VISIT BENNETTS.CO.UK

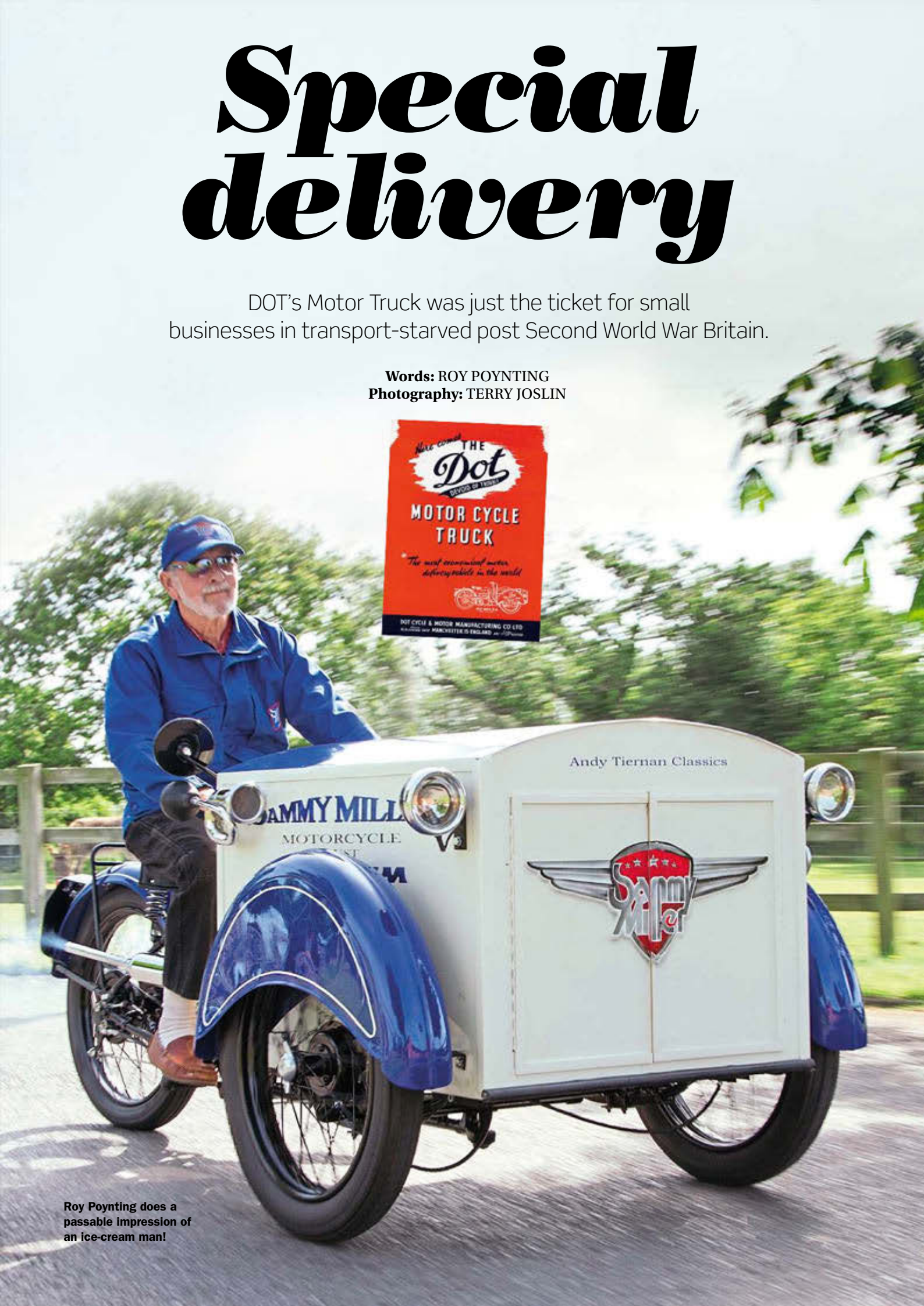
defaqto 2015 ★★★★★ Motorbike Insurance

*All offers are subject to their own individual terms and conditions which can be found by visiting www.bennetts.co.uk/exclusives-tcs. Full details can be found when you purchase a policy, register and log in to www.bennetts.co.uk/rewards. Authorised and regulated by the Financial Conduct Authority. Bennetts is a trading name of BISL Limited. Registered in England (No.3231094). Registered address: Pegasus House, Bakewell Road, Orton Southgate, Peterborough, PE2 6YS.

Special delivery

DOT's Motor Truck was just the ticket for small businesses in transport-starved post Second World War Britain.

Words: ROY POYNTING
Photography: TERRY JOSLIN



Roy Poynting does a passable impression of an ice-cream man!

If you're anything like me, you'll have glanced at the photos and assumed this little tricycle-truck must have been the result of a motorcycle manufacturer expanding his range. After all, if you already produce a conventional bike, it's no big deal to add a third wheel and turn it into a trike with a carrying platform.

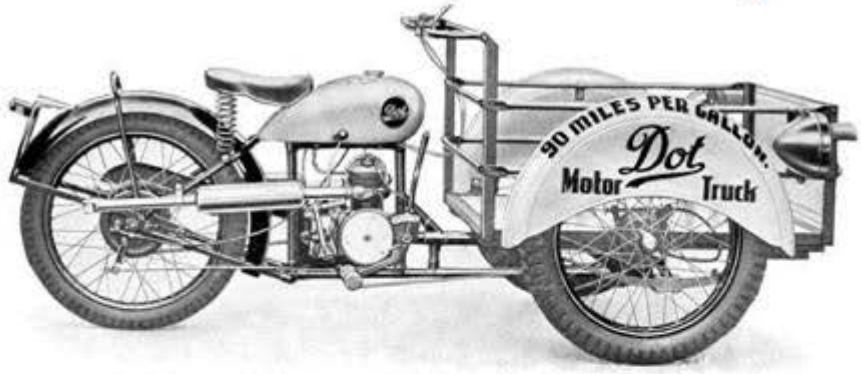
It's what's been done by manufacturers from prewar James and Raleigh to present day Harley-Davidson and Piaggio. But that assumed genesis is completely wrong, because when this little DOT Motor Truck appeared its makers hadn't produced a single motorcycle for 15 years.

DOT had a great history in that market, though, having quickly graduated from making pedal cycles to motorised ones after being founded by Harry Reed in 1903. Reed took a great interest in competitions, and a DOT won the Twin Cylinder class in the 1908 TT, with many successes in other events over the next 20 years. Harry personally participated in the TT riding his own-make solos every year before the First World War, and competing in the Sidecar class from 1923-5, with a best result of second in 1924.

Reed retired (aged only 50) from DOT in 1926, and after a spell in the hands of Thomas Sawyer company leadership passed to a young Burnard Scott Wade in 1932. In the depths of the world recession, it was a something of a poisoned chalice, and although the motorcycle range was pruned down to a couple of economy strokers, Wade found it impossible to continue production.

Through the 1930s the company survived by taking on contract engineering, but Wade also developed what was to prove its lifeline; a pedal-powered delivery tricycle that was used by milkmen and ice-cream vendors. Having this in production at the start of the Second World War proved fortuitous, and DOT was given a Government contract that saw these ultra-economic delivery vehicles shipped all over the world for local war-related duties.

Burnard Wade continued to run the company also 'doing his bit' as a fire warden, and it was apparently while on a boring night shift that he decided to motorise the tricycle with a 122cc Villiers engine. This was immediately awarded a production contract by the Ministry of Supply, and when hostilities ceased DOT was already making the ideal vehicle for a civilian world starved of economical business transport.



"It was found to have a cruising speed of 25mph."

Above: Though perhaps not sophisticated, the DOT tricycle was certainly effective.

Below: Bar on the back of the box is the method of steering.





The Motor Truck – as it was christened – was an immediate hit, and beside local delivery duties it was even considered by national organisations like the Automobile Association, which commissioned a prototype in 1947. It was just like the version you see here – which has been restored by Sammy Miller and is on display at his famous New Milton Museum – except for the more practical positioning of its box's opening on the top instead of the front.

Stationed near Portsmouth, it was found to have a cruising speed of 25mph and sipped petrol at a rate approaching 100mpg. Obviously the purchase and running economies were attractive, but the speed was hardly sufficient for safe main road running even in 1947, and the AA reverted to conventional sidecar combinations.

Elsewhere the Motor Truck was extremely successful, and it continued in production unchanged for eight years. That's what makes DOT's little trike much more than just an historical oddity, because without its continued success the Manchester company would have probably remained one of many British motorcycle makers who faded out forever during the early-1930s.

As it was, the firm's newfound prosperity, plus the expertise and equipment used to make the trike, enabled DOT to reverse history and return to motorcycle manufacture after a break of 17 years. Admittedly it wasn't simply a matter of replacing the box with girder forks, as the hefty sub-frame under the box meant that a completely new front end was required, but that was no problem for a firm with DOT's know-how.

This is not the place to enter into too much detail about the firm's subsequent activities, but it's well-known that besides making quality lightweights for the road DOT enjoyed considerable success in scrambles and trials. It also put some effort into racing and even won the manufacturer's team award in the 1951 125cc TT, although it has to be admitted that this success only came about because the riders of the greatly-superior Morinis failed to enter as a team.



Motorcycle manufacture struggled after the demise of engine supplier Villiers, and finished in the late 1970s. Remarkably though, the DOT motorcycle company is still in business at the same address, and supplies some spares for the later machines as well as supporting an active owners' club.

But to return to the three-wheeler; I suggested that motorcycles can be turned into motorised trikes by simply adding an extra wheel, but you might have noticed that, unlike DOT, all the firms I mentioned chose to put it at the back. That needs some explanation, because while a single rear wheel trike can continue to have simple chain drive, the option of putting the load-carrying section behind the rider means that (with the notable exception of the front-wheel drive Bond Minicar) a complicated and expensive differential rear axle is required.

The reason becomes clear when you ride a device like the DOT where the box rests on a simple front axle with cart-spring suspension, and pivots around a single king-pin with the front wheels offset by a couple of feet to either side. Hitting a road obstacle inevitably causes a swerve, and you very quickly learn that the tricycle layout trebles your chances of hitting a road obstacle!

Admittedly DOT did its best to limit the effect by inclining the king-pin enough to impart a certain degree of self-centring, and the device soon recovers its composure (if you haven't collided with anything in the meantime!) but I suspect that its limited top speed wasn't the only reason the AA deemed the Motor Truck unsuitable for use on the open road.

Of course, all that could have been avoided with a more sophisticated steering arrangement as featured on Morgans and similar vehicles. But that would have negated the essential virtue of the Motor Truck, which was that it was cheap. In its entirety it cost a similar amount to a typical sidecar tug like the BSA M21, and the buyer of the latter would have still had to fork out nearly half as much again for a custom-built box body sidecar.

The savings didn't stop there, either. DOT claimed a petrol consumption of about 90mpg, and maintenance costs of the little Villiers engine would have been limited to occasional decokes, rear chains and new spark plugs. The 9D engine works well considering its modest capacity and venerable design, but that's less surprising when you remember it provided sterling performance when fitted to countless James motorcycles during the war.

"The three linked brakes work quite well at modest speeds."



Above: Speedo drive is taken from the rear. Brake is 7in in diameter.

Below: Handbrake is on the right, as is the foot brake pedal.



Its old-fashioned design with a longish stroke and deflector-piston (indicated by the side-mounted carburettor) imparts a surprising amount of pulling power, and the gear ratios are sensibly chosen to match the limited power and speed. It's just as well that rapid gear changes are seldom needed, as the selection lever is inaccessibly tucked away behind the driver's leg.

The three linked brakes work quite well at modest speeds and are operated by conventional foot and handlebar levers. The handlebar also carries a 'D'-shaped speedometer (whose 85mph range is somewhat ambitious!) a lever throttle and a decompressor which is surprisingly helpful with a kick-start ratio high enough to spin the engine over several times.

All in all, this was a machine well-suited to its era. DOT made it in various styles, and you could either fit your own load-carrying section, or select factory options including an open tray or an insulated ice-cream box. The standard finish was cream as seen here, but DOT could provide different colours to order, and would even undertake the sign-writing to a customer's instructions.

Demand continued to be strong with an improved version using the 200cc Villiers 8E engine introduced in 1955, and the Motor Truck remained available until the late-1950s, when it was finished off by increased prosperity and cheap vans. Once seen everywhere, it's a real rarity today, so top marks to Sammy Miller for bringing this one back to life again. End

FINER DETAILS
1947 DOT MOTOR TRUCK

ENGINE TYPE Villiers 9D single-cylinder two-stroke | **CAPACITY** 122cc | **BORE X STROKE** 50mm x 62mm | **OUTPUT** 3.15bhp@4000rpm | **COMPRESSION RATIO** 6.5:1 | **LUBRICATION** Petrol/oil mix at 16:1 | **CARBURETTOR** Villiers own-make | **IGNITION** Villiers flywheel magneto | **GEARBOX** Three-speed Sturmey Archer | **TRANSMISSION** All-chain | **FRAME** Conventional rear with tubular steel 'girder' supporting box section | **SUSPENSION** 'Cart springs' under box, rigid rear | **TYRES** Front 325 x 19in, rear 300 x 19in | **BRAKES** Sls drums, 5in front, 7in rear | **TANK CAPACITY** 2.5 gallons | **EQUIPMENT** Trade box, full lighting set | **SEAT HEIGHT** 27in | **WHEELBASE** 55in | **WEIGHT** 320lb | **BOX DIMENSIONS** 40in x 30in base, 32in high | **TOP SPEED** 30mph+ | **FUEL CONSUMPTION** 90mpg (claimed) | **PRICE NEW** £140 approx (depending on specification)

CLUB CONTACT:

DOT Motorcycle Owners' Club, c/o DOT Motorcycles, 37 Ellesmere St, Hulme, Manchester M15 4JW or info@dot-motorcycle-club.co.uk.
Vintage Motor Cycle Club, National Secretary, Allen House, Wetmore Road, Burton upon Trent, Staffs DE14 1TR.

Trident_ *redefined.*



THE NEW TRIDENT

C60 TRIDENT PRO 600 – Swiss made dive watch with automatic mechanical movement, unidirectional rotating ceramic (ZrO_2) bezel and water resistance to 60 bar/600m. Available in 38mm and 42mm case sizes, five dial/bezel combinations and four strap styles.

SWISS MOVEMENT CHR.WARD LONDON ENGLISH HEART

EXCLUSIVELY AVAILABLE AT **christopherward.co.uk**

Where to find us

COUNTRYWIDE

Norton OWNERS CLUB

THE CLUB

TECHNICAL HELP
DATING & REGISTRATION
TRACK DAYS
SPARES SCHEME
INSURANCE SCHEME
RALLIES & EVENTS

JOIN US!
01949 838752
www.nortonownersclub.org

CAMBRIDGESHIRE

PETE'S BIKES 01354 692423 / 07505 884261
P.O. Box 45, Chatteris PE16 9AT
PILGRIM PUMPS SINGLES AND TWINS
OVERHAUL £75 + PARTS
Visit us at www.petesbikes.co.uk
Please telephone for more information or see us at...
KEMPTON PARK 23RD MAY
WE HOLD A WIDE RANGE OF QUALITY SECOND HAND SPARES

ESSEX

Maldon Shot Blasting & Powder Coating Ltd
Announcing our new 15yr* anti corrosion warranty
Quality work is priceless. Don't leave it to chance do it once do it right.
All work comes as standard 5 year warranty
Collection & delivery throughout the UK & EU. No Job too small.
www.ctc-powder-coating.co.uk www.powdercoated-customcarparts.co.uk email: msbpcl@googlemail.com
2a-3a Benbridge Ind Est Heybridge, Maldon, Essex CM9 4ER Tel. 01621 841100

HERTFORDSHIRE



BYSON LEATHER
We carry out repairs, alterations and custom work to leather clothing - specialising in motorcycle gear
www.bysonleather.co.uk
email: info@bysonleather.co.uk
01763-848949

KENT

Viking
Motorcycle Seat Specialist
Specialists can carry out all custom work to motorcycle seats, covering them in vinyl, leather and many real and faux animal skins. We supply and fit gel pads, memory foam and many sundries involved with our business.
We provide a while you wait service to all our customers, or a 24hr courier service for mail order work.
FREE DELIVERY
Viking Motorcycle Seat Specialist • Tel: 07977 874075
www.viking-motorcycle-seats.co.uk
www.facebook.com/leetheseat

LANCASHIRE

Thunderbird Spares FAST INTERNATIONAL MAIL-ORDER
NEW PARTS FOR TRIUMPH AND BSA POST-WAR TO 1985
EASY on-line ordering at our web-shop • **OVER** 25 years motorcycle trade experience • **PARTS** supplied by enthusiasts for enthusiasts
Web-Shop: www.thunderbirdspares.com
Email: sales@thunderbirdspares.co.uk

NOTTINGHAMSHIRE

Ball & Roller Bearings
Obsolete bearings supplied, reconditioned or manufactured
17 Studio One, Waterside Court, Burton-on-Trent DE14 2WQ • 01283 509562
vintagebearing@aol.com • www.vintagebearings.co.uk
THE VINTAGE BEARING COMPANY

www.drclassic.co.uk
(Burton-upon-Trent) Tel 01283 536379
Range of 50-60s & 70s classics always in stock - Check out the website!
www.drclassic.co.uk - Export no problem!
WANTED! WANTED! Classic motorcycles always wanted! Bikes & collections bought outright for cash! In all conditions. Delivery and Collection Service
D. R. Classic Motorcycles Ltd.
VIEWING STRICTLY BY APPOINTMENT ONLY!!
TEL 01283 536379. MOB 07889 292536.
EMAIL richard@drclassic.co.uk



POWYS

Radnor Revivals Holiday Lodges



Set in beautiful Mid-Wales countryside, superb centre for touring holidays. Our holiday lodges are fully equipped for motor cyclists. Workshop facilities, power wash, touring and trial information all available. The scenery is stunning, the roads long and winding and the welcome warm. Just three reasons to holiday with us but there are many more to discover in Mid-Wales.

Visit our website on www.radnor-revivals.co.uk
Telephone 01597 840 308
Brynwyddog, Llanbister, Llandrindod Wells, Powys, LD1 6TL

WEST MIDLANDS

MOTORCYCLE SEAT RENOVATION SERVICE
SUPPLIERS OF NEW SEATS FOR MOST BRITISH CLASSIC BIKES
LOOSE COVERS & FOAMS SUPPLIED
Please phone for details and price list
R.K. LEIGHTON
Unit 2, Partridge Court, Price Street, Birmingham B4 6JZ
Tel: 0121 359 0514
Email: info@rk-leighton.co.uk www.rk-leighton.co.uk

WILTSHIRE

MAGNETOS *EXHAUST PIPES MANUFACTURED*
Dynamos, Regulators rebuilt - guaranteed three years.
One-off components • Genuine Celluloid covering • Ball and roller bearings
Gaskets to pattern or drawing
D. H. Day, Aldrans, Church Hill, Wroughton, Swindon, Wiltshire SN4 9JR
Tel: Swindon (01793) 812323 • Fax: (01793) 845323
email: dhday31@hotmail.com

The Victory Cup Trial, *1925*

This event, which started at the BSA works in Small Heath, marked the midway point in a steady process of standardisation across all the big reliability trials in the Midlands.

Words: MICHAEL BARRACLOUGH **Photography:** MORTONS MEDIA GROUP

After heavy rain the night before, the 12 observed hills – two of which were scaled twice – were thick with mud come the morning of the 1925 Victory Trial. The skies looked very foreboding as the first section of the trial began, this being a timed slow climb up the test hill at BSA's Small Heath works. The hill climb proved a mere trifle to many riders, though some did struggle with the ascent.

Eight miles on from the start was Weatheroak Hill, which was to be the site of a brake test. According to *The Motor Cycle*, "performances were very varied". Time over a measured distance and distance taken to pull up were both considered during the allotting of marks.

One factor that was not taken into consideration was the weight of the machines – surely a fairly substantial oversight, as heavier machines will undoubtedly take longer to slow to a complete stop than their lighter brethren on a downward-facing gradient.

A sequence of winding roads led the riders on to Lower Walton Hill which, although the ground was more murky slurry than bona fide terra firma, caused few incidents, and most riders continued on more or less unimpeded.

Only the lower half of the hill was observed, and those who did fail on this section did so because of the furrowed red ooze that caused them to skid and slide, making controlled handling through the corners completely untenable.

The trial really started to come to life at High Oak, which was certainly one of the more challenging ascents as it combined a severe gradient with a very greasy surface. Miss Cottle (Raleigh) was the first to arrive and made a steady climb.

Straight from the plate

To view the rest of the pictures in this set and to order prints please visit **www.mortonsarchive.com**



Observers look on as F W Viles (Raleigh sc.) and his passenger ready themselves.


159

B Kershaw (Cotton) looked to be in no trouble as he bounded up the hill at a considerable pace, as did A Watson (Sunbeam sc.) and D Brandish (AJS). George Dance and Graham Walker, both mounted on Sunbeams, enjoyed a comfortable climb at high speed, though Walker did a considerable amount of wobbling at the start of his ascent.

A lot of the failures on High Oak were attributed to wheel spin. One of the riders to suffer this failure was Reginald Robert Grindlay, son of Grindlay-Peerless founder Alfred Grindlay. Naturally, Reginald's chosen mount was a Grindlay-Peerless – what a feeling it must be to ride a motorcycle with your family name emblazoned on the petrol tank!

Perhaps the most challenging obstacle for the riders was Abberley. The surface was boggy and rutted, but the left side of the track seemed to remain reasonably firm. Low-powered sidecar outfits stood out as the best climbers.

Thirty-eight gold medals were awarded in total, a few of which went to some particularly famous names. Gus Kuhn (Velocette) and George Brough (Brough Superior) were recipients of gold medals, as was Brooklands and TT star Wal Handley (Rex-Acme). Sunbeam men George Dance and Graham Walker were also the happy recipients of a gold medal apiece.



Above: Gold medal winner P J Wilkins (New Imperial) trundles through a mire. In the background another rider seems to be having trouble with his machine.

Left: More commonly known for his aptitude for road racing, pre-war star Ernie Nott (Rudge sc.) swaps smooth roads for haggard, undulating dirt tracks in what was a bronze medal winning performance.

Straight from the plate

To view the rest of the pictures in this set and to order prints please visit **mortonsarchive.com**



The three-wheelers were out in force during the trial, as this Morgan (which was one of a few) demonstrates.



B Kershaw and his Barr and Stroud powered machine whisking up the test hill at Small Heath.

Straight from the plate





To view the rest of the pictures in this set and to order prints please visit **www.mortonsarchive.com**

Vintage Sales
01223 213777 cheffins.co.uk

Cheffins

CAMBRIDGE VINTAGE SALE

THE SALEGROUND, SUTTON, NR ELY, CAMBS, CB6 2QT

Auction sale of motorcycles, steam engines, vintage and classic tractors, historic vehicles and automobilia

A RECENT SELECTION OF MACHINES SOLD



CONSIGNING NOW

Closing date for entries 24th June 2015

Saturday 25th July 2015

Catalogues available via *cheffins.co.uk* or at £17 from the auctioneers two weeks prior

SALES AND VALUATIONS UNDERTAKEN NATIONWIDE

CLIFTON HOUSE • 1 & 2 CLIFTON ROAD • CAMBRIDGE • CB1 7EA • vintage@cheffins.co.uk

WEAR PRESCRIPTION GLASSES?

FED UP OF DESTROYING YOUR GLASSES UNDER YOUR HELMET?



ONLY £70.00

>> Supplied with Unglazed Lense Insert

>> UV400 Filter for Maximum UV Protection

>> Polycarbonate, Shatterproof Lenses

>> UV Activated Photochromic Transitional Lenses for Day or Night Use

>> Frame Made of TR-90 Heat and Impact Resistant Material

>> Double-Sided Anti-Fog Coating

>> Flexible Frame Ends. Easy on & off underall helmets

>> Comes Boxed with Micro-Fibre Pouch

>> Includes interchangeable strap facility to turn your glasses into goggles



Your optician glazes the neat optical insert with your current prescription. The insert then simply clips behind the reactalight glasses frame.

T: 0115 9635837 E:info@fatskeleton.co.uk

WWW.FATSKELETON.CO.UK

2WHEELSMIKLOS

Find us on Facebook

Visit 2WheelsMiklos & enjoy our pro built customs & collection of classics.

Inspire yourself to commission a custom unique to you, or restoration of a prized classic.



CHECK OUT OUR EXTENSIVE CLASSICS COLLECTION

TAKE A LOOK AT OUR SALE BIKES - RESTORED AND CUSTOMISED IN OUR WORKSHOP.

COMMISSION A CUSTOM OR RESTORATION TO YOUR OWN SPECIFICS.

2WheelsMiklos
Telephone: +44 (0)1483 546157
Email: info@2wheelsmiklos.com
Website: www.2wheelsmiklos.com
Unit 6, A3 Garages,Stag Hill, Guildford, Surrey, UK, GU2 7RZ

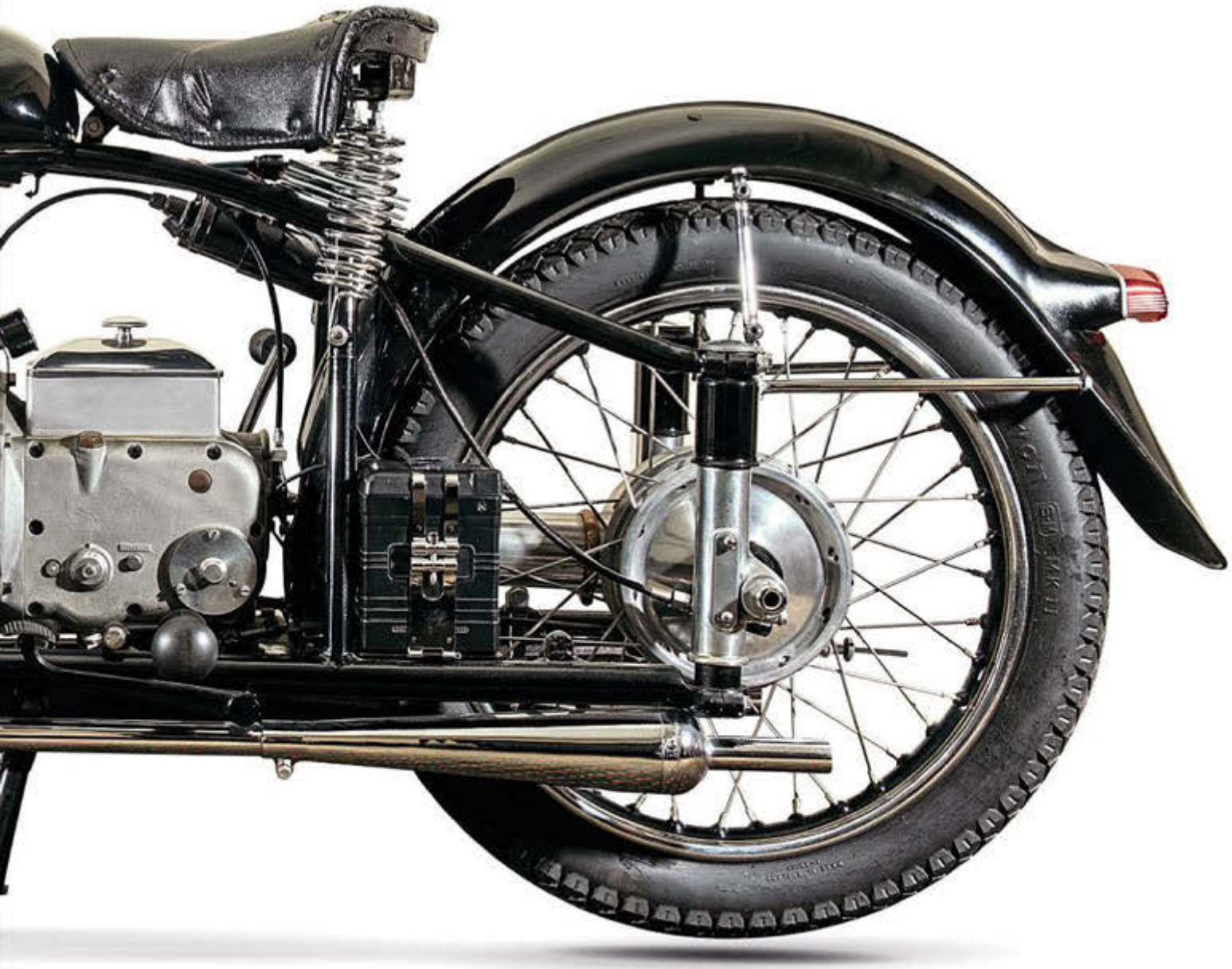
1953
Wooler Four






WOOLER





Realising the dream

Though the Wooler may have appeared a fanciful pipe dream, it did at least make it to the 'metal' stage.

The history of the British motorcycle industry is littered with attempts at producing 'ideal' motorcycles, with letters pages from the earliest days of specialist press dominated with the thoughts and ideas of enthusiasts detailing what 'they' wanted.

Few, if any, of these pie-in-the-sky motorcycles ever made it to production, others were produced in one-off and prototype form, a few were drawn up... but the vast majority of them stayed in the heads of their creators.

At least John Wooler couldn't be accused of being a dreamer, as despite his sometimes fanciful, impractical and occasionally incomprehensible efforts, he did mange to produce a handful of motorcycles, albeit sporadically.



By the time this example photographed was made in 1953, John had been joined by his son Ronald who, although enthused by his dad's efforts at motorcycle manufacture, was perhaps slightly more 'grounded'. Though it's all relative...

At the 1948 Earls Court Show John Wooler unveiled his latest creation, a 500cc four shaft drive tourer, which, if that wasn't out of the ordinary enough, had an engine design that took 'different' to whole new level – horizontally opposed pistons were connected to the crankshaft with a single connecting rod and a complicated, complex rocking beam mechanism.

Ronald realised that his old man's motorcycle was never going to be commercially viable and so designed a four-cylinder engine of more orthodox construction – still, a four in that period was almost impossibly glamorous, with Ronald's all-alloy engine (another period rarity) equipped with a pair of Solex



carburettors and driving through an in-unit gearbox and using a shaft to transmit power to the rear wheel.

Other Wooler-isms included the neat, steamlined headlamp fairing (aped by Douglas for its Dragonfly) which included much of the electrical equipment, while there was also an attempt to make it so every fitting on the motorcycle was the same size, meaning just one spanner was needed. This was later revised to two spanners, though three nut sizes (and the plug size) were specified. Lots of use of alloy meant that weight was kept impressively low, too.

Alas, Woolers were never sold in volume – with this postwar four never officially making production. The last variation appeared in 1956, then the Wooler name, once more, disappeared from public view.

Despite many brave attempts and working prototypes, few of any incarnation (the company's first 'spell' was 1911-26) were ever built, though the occasional 'Flying Banana' (the nickname given to the earlier versions, which featured the same streamlined/extended fuel tank similar to shown here, though generally finished in yellow) can be seen at some vintage events. The Wooler shown is in the National Motorcycle Museum, Birmingham. End

Words: JAMES ROBINSON
Photography: JOE DICK



FINER DETAILS

1953 WOOLER

ENGINE TYPE Horizontally-opposed ohv flat four
CAPACITY 498cc
BORE X STROKE 50mm x 63.5mm
OUTPUT 32bhp @ 6000rpm
CARBURETTOR twin 26mm Solex
IGNITION/LIGHTS Coil
GEARBOX Four-speed
TRANSMISSION Single plate clutch, shaft rear drive
FRAME Duplex tubular loop
SUSPENSION Wooler front forks, plunger rear
TYRES 19 x 3.25in front and rear
BRAKES Drums front and rear (alloy hubs)
WEIGHT 352lb approx
TOP SPEED 85mph-plus

Club contact:

VINTAGE MOTOR CYCLE CLUB, National Secretary, Allen House, Wetmore Road, Burton upon Trent, Staffs, DE14 1TR.

"Woolers never sold in volume, with this postwar four never entering production."

AMERICAN READERS!!

The Classic MotorCycle

SUBSCRIBE & SAVE

With Motorsport

$63/yr (12 issues)

Save $$ and never miss another issue!

Great subscription prices for U.S.A. delivery: Classic Motorcycle Mechanics, The Classic Motorcycle, Classic Bike Guide, Classic Racer, RealClassic, Classic Dirt Bike, Scootering, Classic Scooterist Scene, Twist & Go, Motorcycle Sport & Leisure.

We stock many fine Mortons publications including: SCRAPBOOK SERIES (Triumph, BSA and Norton), AVIATION CLASSICS, THE ENCYCLOPAEDIA OF CLASSIC MOTORCYCLES, JUST ROSSI, ISLAND RACER, JAGUAR.

MOTORSPORT PUBLICATIONS LLC

7164 County Road N #441, Bancroft, WI 54921
715-572-4595 * Chris@ClassicBikeBooks.com
www.ClassicBikeBooks.com

INSURANCE SCHEMES FOR BIKES OF ALL AGES

All our motorcycle policies include UK & European Breakdown & Recovery

MODERN MOTORCYCLES

- POLICIES TAILORED TO YOUR NEEDS
- EXTRA RIDER INCLUDED FREE
- FREE FOREIGN USE
- DISCOUNTS AVAILABLE FOR -
- NO CLAIMS
- ALARM/IMMOBILISER
- GARAGING
- MULTI-BIKES
- LIMITED USE
- AGE OF BIKE
- PROFICIENCY CERTIFICATE
- SPECIAL TERMS FOR SIDECARS

LYNBROOK INSURANCE

CLASSIC MOTORCYCLES

- LOW COST COMPREHENSIVE TPF&T OR LAID UP
- 1,500, 3,000 OR UNLIMITED MILES
- MIN. AGE 21 - MULTI RIDERS POSSIBLE
- BIKE TO BE 15 OR MORE YEARS OLD
- EXTRA PAYMENT MADE TO FIND REPLACEMENT
- PREMIUM REDUCTION FOR COLLECTION
- ABILITY TO 'BUY BACK' SALVAGE
- NO CLUB MEMBERSHIP NEEDED
- OPTION TO REPAIR OWN BIKE AND BE PAID
- SCHEME FOR CLASSIC OUTFITS

SPECIALIST INS. DIV. (LYNBROOK), LIBRARY HOUSE, NEW ROAD, BRENTWOOD CM14 4GD

45 Years of Service

Tel: 0845 1304662 MONDAY-FRIDAY 8-6pm

NOW OPEN SATURDAYS 9am - 1pm

Email lynbrook@equitygroup.co.uk

LYNBROOK INSURANCE IS AN APPOINTED REPRESENTATIVE OF EQUITY DIRECT BROKING LTD WHICH IS AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY

Classic Bike Transfers & Decals

By Heort leg

A.J.S

BSA

Norton

TRIUMPH

Suppliers of high quality transfers and decals, for classic motorcycles.

We supply transfers and decals from £1 upwards, for makes from AJS to Zundapp.

Specialist supplier in BSA, Norton and Triumph transfers.

We also stock classic motorcycle magazines, adverts, posters and manuals.

Range of gasket sets, wiring harnesses, Allen screw kits, parts for classic British motorcycles.

See us at Stafford Show, Newark, Scorton, Wetherby and Rufforth autojumbles.

www.heortieg.com

Email: hi-transfers@outlook.com

Phone: 07889 879740

Meriden Off Road

TRIUMPH

TIGER CUB SPECIALISTS

For Parts, Sales, Service, Repairs and full Restorations. In fact, everything from Engine Re-builds to Paint Work

Tigercub Oil Pumps Coming Soon

- Rod Sets
- Cylinder head restoration
- Aluminium welding

All major cards accepted

follow us on facebook

FOR 10% DISCOUNT ON ALL PARTS CALL BETWEEN 6-8.30am.

FOR TECHNICAL ISSUES CALL BETWEEN 4.30-6pm

Professional Friendly Service

Tel: 07955 555112

or visit our on-line shop

www.meridenoffroad.co.uk

HAGON
SHOCKS



www.hagon-shocks.co.uk
Tel: 0208 502 6222
Fax: 0208 502 6274

Hagon Products Ltd
7 Roebuck Road
Hainault Business Park
Hainault
Essex IG6 3JH



Boyer Bransden Ignitions
Electrifying Performance

Boyer Bransden

Tel 01622 730939

Boyer-Bransden Electronics Ltd
Frindsbury House
Cox Street
Detling
Maidstone
Kent
ME14 3HE.
Fax: 01622 730930
www.BoyerBransden.com

40





Electronic Ignitions For Motorcycles and Cars, Road & Racing From Boyer Bransden

Whether you're looking for the ultimate performance, for your classic racer, or simply want to keep your classic road bike reliable and sparking strongly, at Boyer Bransden we have the answer. With over forty years unbroken manufacturing in the field of electronic ignitions and componentry, we have the perfect solution for your machine.

Over 40 Years' Proven Performance

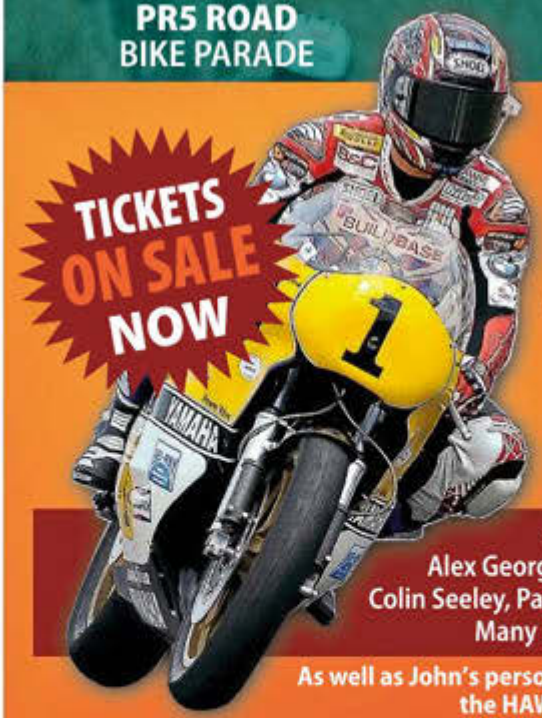
In 1969 Ernie Bransden designed and patented a miniature electronic ignition that was a fraction of the size and far more efficient than any of its competitors. Since that time various electronic ignitions and manufacturers have come and gone, but Boyer Bransden have been in constant production. Today, Boyer Bransden produce one of the most efficient ignition systems in the world.



SATURDAY
PR5 ROAD
BIKE PARADE

SUNDAY
PR6 RACE
BIKE PARADE

FEATURING:
INTERNATIONAL
CLASSIC GRAND PRIX



TICKETS ON SALE NOW

★ WE'RE BACK ★

MALLORY BIKE BONANZA

10th-12th JULY 2015

Star Guest JOHN McGUINNESS
will be showcasing an exclusive collection of his own motorcycles for the very first time

Joining John is Ray Stringer, John Reynolds, Steve Parrish, Alex George, Rex Butcher, Bill Smith, Trevor Nation, John Cooper, Sammy Miller, Colin Seeley, Paul Smart, Ryuichi Kiyonari, Michael Rutter, Tony Rutter and Chas Mortimer. Many more guest names will be announced as we lead up to the event.

As well as John's personal display, there will be a 45 year anniversary display of 50 Triumph Triples, the HAWK Kawasaki collection, Phil Morris collection plus many more

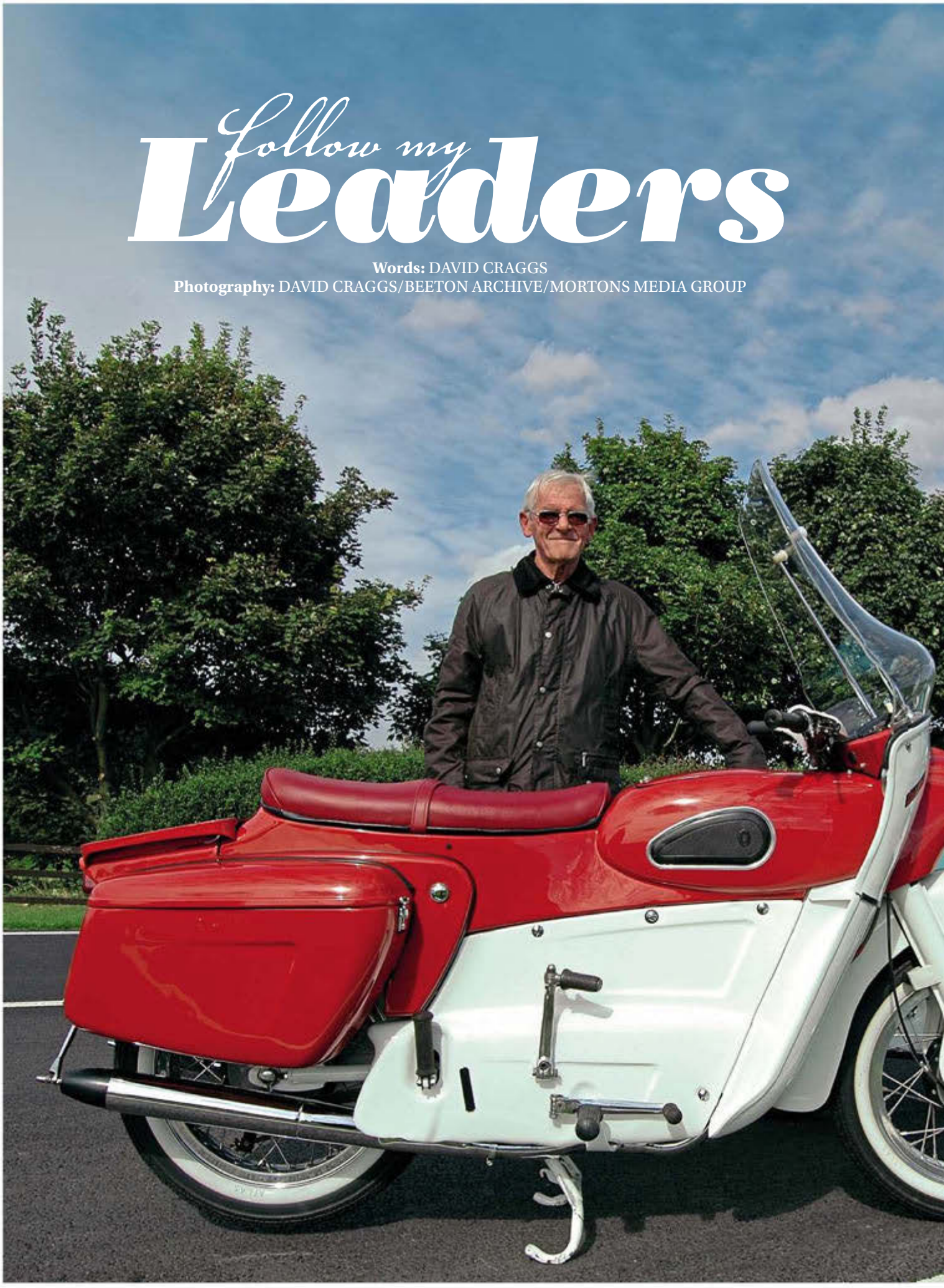
MALLORY PARK
RACING CIRCUIT

IN ASSOCIATION WITH
ERIKS
Anvil Hire Ltd
HH

TICKETS AVAILABLE ONLINE NOW
WWW.MALLORYPARKCIRCUIT.COM
SATURDAY: £15 | SUNDAY: £20 | WEEKEND TICKET: £30 | CAMPING: £5

Follow my Leaders

Words: DAVID CRAGGS
Photography: DAVID CRAGGS/BEETON ARCHIVE/MORTONS MEDIA GROUP





Caption

The Beeton family name was well-known in sidecar racing. Many a racer fruitlessly pursued Lincolnshire three-wheeled ace Jackie Beeton and, in another era, his son Pete. Now Pete Beeton is once more a leader, only this time, it's Ariel Leaders he's interested in.

THE MAN AND HIS PAST

Pete Beeton was born in Louth, Lincolnshire, in 1945, to sidecar racing star Jackie Beeton and his wife Vera. From an early age, Pete became part of the 'sidecar racing kids club' along with a young Micky Boddice, Norman, Peter, Roy and Beryl Hanks, and Dotty Beevers, to name but a few. As soon as the 'chairs' came out, the children were at the track fence, screaming at their respective fathers to go faster – there was serious rivalry between the siblings.

On leaving school at 15, Pete joined his granddad Beeton working at the family garage, while Jackie spent the 'season' racing and the winters preparing for the next year. Pete grinned when he recalled asking his grandfather if he could have a motorbike.

"Of course you can, lad, I'll buy you one," promised granddad. About a week later, Pete was told to report to the local auctioneers' and collect his new 'steed' – a rigid prewar 250cc Velocette MOV in hundreds of bits, slung unceremoniously into an assortment of oily boxes, which had cost granddad all of £3! Under granddad's guidance, the Velo was carefully and meticulously assembled by Pete, teaching the youngster the rudiments of spannering. Pete later sold the MOV to Geoff Monty, of Monty and Ward fame, for a decent profit, and replaced it with a 'freebie' BSA B31, gifted by sidecar racer Charlie Freeman.



Jackie Beeton crests the Mountain at Cadwell Park.

FACT FILE
JACKIE BEETON



BRITISH SIDECAR CHAMPION IN 1958.

CADWELL PARK SIDECAR CHAMPION 1935-1939, 1947-49, 1951, 1952, 1955, 1956.

HIGHEST FINISH IN SIDECAR WORLD CHAMPIONSHIP RACE
second at Assen, plus many top six finishes.

LAP RECORD HOLDER AT:
Cadwell Park, Donington Park, Silverstone, Snetterton, Scarborough, Aintree.

RACED SIDECARS FROM
1931 to 1963 and only crashed twice.

FINISHED SIX CONSECUTIVE IOM RACES WITHOUT A BREAKDOWN.

With help from his granddad and his uncle Percy, Pete bought and raced a trio of junior Greeves scramblers, before buying a Bultaco Metisse, on all of which he regularly 'placed' in finals. For Pete's next roadster, his choice was a 250cc twin from the Greeves concern, at a 'very special' price. It handled like a dream, but the power-plant was prone to eating pistons and the Greeves was returned to Thundersley for remedial work. When Pete collected it from the factory, it had been fitted with a non-standard 250cc single engine, which was not only fast, but absolutely bulletproof.

When Jackie retired from racing, he wanted a modern, comfortable 'tourer' for him and Vera to ride, and suggested a joint venture with Pete. They part exchanged the Greeves for an Ariel Leader from another racing legend, the late, great Freddie Frith, at his Grimsby dealership. This machine was the inspiration for Pete's restored beauties. As for racing, Pete's racecraft on his Bultaco was spotted by ex-racer Ron Wilson, who put Pete and his long-term mate Hayden Gavey on one of his well-prepared grass track outfits. Pete took to three wheels like a duck to water, and with Hayden – as well as other passengers – went on to record many wins at national level. Eventually, due to family and work commitments, he decided to retire from competition, having never received any sponsorship from his father, contrary to popular belief at the time. It isn't always beer and skittles being the son of a famous father...

FIRST RESTORATION – 182 CNX...

Pete came across this 1962 Leader purely by accident, within five miles of his home. It had 30,000 miles on the clock, and was found languishing under a stack of old plastic bags in a roofless shed when Pete was delivering some building supplies to its owner. Although decaying fast due to lack of love and heavy use over a period of many years, the Leader was completely original and just the sort of 'barn find' Pete had dreamed of. A deal was quickly completed shortly afterwards.

The little Ariel was stripped into component parts which were categorised as either 'scrap' or 'repairable.' As Pete was still working at the time, progress at nights and weekends was slow as he methodically worked his way through the tinware and the rolling chassis. Using a combination of Nitromors and elbow grease, he meticulously stripped the items back to bare metal before making good with filler or by welding in new metal where appropriate. Red lead paint was then applied to all surfaces prior to several layers of primer, with light 'rubbing down' between coats. The prepared parts were taken to Pete's nephew, paint sprayer Dave Dunham, who previously prepared bodywork for Honda's works-supported racing machinery. Dave's employers (the Darke brothers, proprietors of the A16 Garage in Louth) kindly allowed Dave to use their state-of-the-art heated spray booth, where he expertly laid on at least four layers of top-coat. The results were outstanding.



Right: The trio of Leaders look very handsome. The problematic 729 AJU stands nearest the camera.



Parts discarded include legshields, rear mudguard, battery box, screen, exhaust system and silencers, battery, seat and all rubber items. Replacements were sourced from Ariel specialists Draganfly, Bungay, Suffolk. Used parts requiring restoration went through the same process as the rest of the tinware. All the bright work (or rather 'rusty work') was sent to Quality Chrome of Hull, who did Pete proud by returning all items with first-class 'deep' chromed surfaces, which do them immense credit. The wheel hubs were despatched to Steve Lomas of Five-One Wheels in Goulceby, near Louth, who shot-blasted and powder-coated them, before rebuilding them into Borrani alloy rims. The speedometer was expertly overhauled by A Gagg of Nottingham, while the remainder of the instruments and badges were replaced. A replacement quartz timepiece was sourced from York Railway Museum while on holiday – the search for bits knows no bounds!

The bottom end of the engine and gearbox was completely stripped with all bearings and seals being replaced as a matter of course. The barrels were rebored and fitted with 20 thou' oversized Suzuki pistons which, Pete was advised, were the way to go. They came from Draganfly as a kit, including rings, gudgeon pins and little end bearings, to which Pete drilled additional lubrication holes. The cylinder heads were quite badly pitted, and so were cleaned inside and out after years of detonation and foreign object damage. Pete fitted a new wiring loom and treated the ignition side to new points, condensers, plug leads and end caps, while the alternator was rewired and tested before fitment.

Pete's major problem was the two-piece crankshaft assembly, which is both keyed and tapered together, leaving the crankshaft throws very slightly offset. Unfortunately, that resulted in the ignition timing/points taking a considerable length of time to set up for optimal running, as all Ariel data shows the crank running at exactly 180º – not so! The Ariel's painstaking resurrection was two years in the making and has to date covered 3000 pleasurable miles with contaminated fuel, a leaking fuel tap and a loose alternator being its only real problems.

Above: Close to home. At the 'Splash' at Little Cawthorpe, not far from Pete's hometown.



Right: LUR 34C starting to take shape.

SECOND RESTORATION – LUR 34C...

This 1965 model was spotted in *Old Bike Mart* as a fire-damaged basket case with enough spares to make its rebirth a possibility. Following a trip to Cambridgeshire, the 'wreck' – plus the loose bits – were brought back to Pete's workshop, where it was given identical treatment to his previous project, the only difference being, that as Pete had become a retiree, restoration time was halved to one year.



"After retiring from racing, Jackie Beeton bought an Ariel Leader from Freddie Frith."

When the 'wheat was sorted from the chaff,' the result was very similar to his previous Leader, with parts 'prepped' before being sent to the same experts as before. The results from his preferred traders were equally impressive, while the red and white livery looked immediately impressive. Draganfly supplied the majority of the new parts in addition to some workable tinware, while the unavailable items were sourced at either The Classic MotorCycle Show at Stafford or via eBay.

The original engine was so badly fire damaged that distortion had taken place and was replaced from the assortment of spares that came with the machine, and was fitted with a set of 'standard' barrels and a new Suzuki piston kit.

New seals and bearings to both engine and gearbox completed the drive line and all the gleaming component parts were grafted together with only hours to spare before it made its debut at the 2012 Wolds Run – without ever putting a white-walled tyre on the road!

I was afforded the privilege of riding the gleaming rebuild on that cold day in May, and I can report it purred along nicely in absolute comfort, just like a similar machine I'd borrowed 50 years earlier – except this one was a real head-turner. Unfortunately, a small grub-screw came out of the fuel tap and the fuel drained away while heading home, leaving me to sit by the roadside looking slightly embarrassed and somewhat dejected until Pete came back with more fuel and another tap. A great day out nevertheless and a good shakedown test for the Leader. When Pete later rode it, he agreed with me that gear changing was a bit 'clonky' and ponderous and the handling wasn't as nimble as it could be – both were attended to at a later date.

BUYER BEWARE – 729 AJU…

Although not belonging to Pete Beeton, the third Ariel to receive the benefit of his expertise is the 1962 model belonging to local enthusiast Martin West, who had bought the Ariel from a guy in Yorkshire. The machine boasted an MoT certificate and certainly looked the part. Money changed hands and it was transported home. Martin wasn't entirely happy with its handling and asked Pete if he'd cast an eye over it. A brief ride up the road found the engine and transmission seemingly reasonable, but the ride and handling certainly wasn't! Further investigation revealed some fairly serious deficiencies and Martin was advised to give it a complete stripdown. Pete was asked to do it to the standard of the two Leaders in his garage.





Taking the Leader apart revealed some serious rolling chassis issues, including the front forks and swinging arm being twisted and in need of replacement. The main frame was badly corroded and cracked, while the engine hanging points were bent and defective, with filler and paint used to mask the problem. Because the frame was out of true, the fuel tank had to be forced into the frame, rendering it beyond repair. So, again, Pete undertook another 'ground up' refurbishment, utilising his own spare parts including frame, front forks, fuel tank and swinging arm with other parts being sourced from Draganfly.

Having enlisted the help of his usual suppliers, the result was another cosmetically perfect Leader. However, on a trial run, the engine only managed some five miles or so before its bottom end 'cried enough,' while all wasn't well in the gearbox department either. As Pete's time was becoming limited, Ariel Leader and Arrow guru John Ellis of Ashton Keynes in Wiltshire was commissioned to strip and rebuild the entire engine and gearbox, replacing any old parts with new ones, with the pleasing result that all is now well.

To say Martin has been disappointed is an understatement, but he has accepted he had to pay for his buying error. But buying 60-year-old motorcycles is never an exact science and most will have the odd problem, but it is unlucky (and happily unusual) to face potentially dangerous problems disguised by filler and paint. Martin is now justifiably proud of his Leader, but as for cost… goodness knows, but I'm sure Pete and he will work something out between them! End



Below: At the entrance to Cadwell Park.


1000s of Classic Bike Products
DVD's
Manuals
Over 2,000
Pistons in stock
Books
& GP Products Mugs Posters T-shirts Helmets Etc..
www.classic-motorcycles.co.uk Tel: 01624 814231


Bumpstop®
motorcycle holding
Suitable for: vintage/classic/modern motorcycles
Used by: Police, Suzuki GB, Condor Ferries etc
Ideal for: van, trailer, workshop, transportation, and security* (*Thatcham approved version)
www.bumpstop.co.uk
tel: 01604 845050 sales@bumpstop.co.uk


Draganfly Motorcycles
Specialist in; Amal Ariel BSA Burman Bearings
& Classic motorcycles
All models from the 20's to 70's Yes, ALL models
Here at Draganfly we specialise in the classics. Need spares for your Ariel or BSA? Then we're right up your street.
We sell 12306 motorcycle parts, accessories and literature.
E'gads!
New Parts
New! We've got ourselves some fully enclosed rear chainguards for A & B Group swinging arm models. Made here in Britain, the upper and lower sections are £94.95 each and the rear section is £55.95, making the complete package £245.85. Top bargain!
So call Draganfly Motorcycles for all your classic motorcycle spares, or visit our website.
www.draganfly.co.uk - 01986 894798


Electric Starter Kit
Norton Commando 750 & 850 MK II
"La Jambe électrique"
Some things in life are worth the wait. Over forty years after the first Commando appeared, the Alton EKit electric start conversion finally brings it to life at the touch of a button... the one Norton put there in 1969.
On sale only through our authorised distributors. Contact us for list.
ALTON
+33 965 373 852
English spoken
www.alton-france.com
Except Mk3 and 750 Fastback with distributor

Another role for Ixion

Over the years patents have been applied for and awarded to the designers and inventors of a huge range of concepts from the insane and downright silly to the truly brilliant.

Words: RICHARD ROSENTHAL
Photography: MORTONS MEDIA GROUP

For the best part of six decades, Ixion (Canon Basil H Davies) penned columns for *The Motor Cycle,* including the favourite of many: Occasional Comments. Subjects were wide and varied, from 'Prop Stands and Deflation' to 'Doughty Newcomers' via trailers, caravans, Challenger self-sealing tubes, fine sports buses and so much more.

Then there were his motorcycling books, including *Motor Cycle Cavalcade* and *Reminiscences of Motor Cycling*, road tests, reports and his penned word on varied subjects far distant from motorcycling. And, of course, for a good half of his writing career his 'day job' was as a church minister and parish priest.

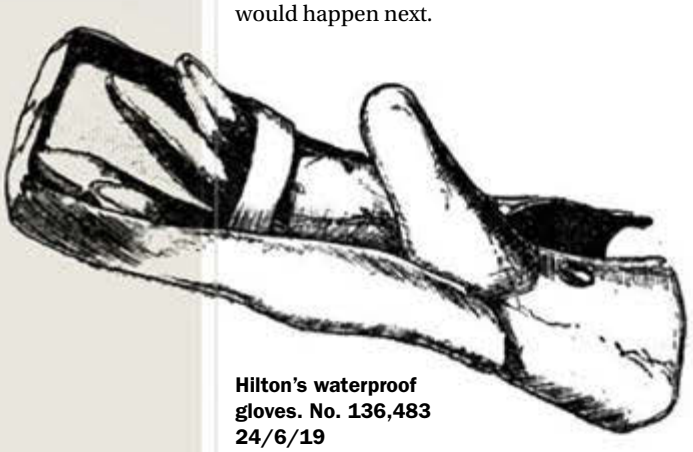
Despite being a freelance writer, such was the regard he was held in by *The Motor Cycle* and its publishers Iliffe and Sons Ltd, they referred to him as 'Ixion of The Motor Cycle.' As well as Ixion, he employed more than half a dozen other pseudonyms including 'Christopher Sly' (cricket), 'Runabout' (Autocar) and 'Road Rider' (Iliffe and Sons Ltd's 'how to' maintenance manuals).

The use of pseudonyms serves many differing roles, including perhaps in Davies' case to separate his life as a scribe from that of his calling. Then he messed up the intrigue by writing features in *The Motor Cycle* simply as BH Davies. And one such series was 'Recent Patents, reviewed by BH Davies,' all with thoughtful detail and occasionally the dry humour we enjoy in Occasional Comments. Here, we take a look at examples of patents reviewed by Basil Davies in 1921.

Hilton's waterproof gloves, patent number 136,483 – 24/6/1919

'Mr T Hilton evidently despairs of a direct solution to the waterproof glove problem, and considers that British rubber manufacturers can never follow where the Continental Tyre Company once blazed a path.'

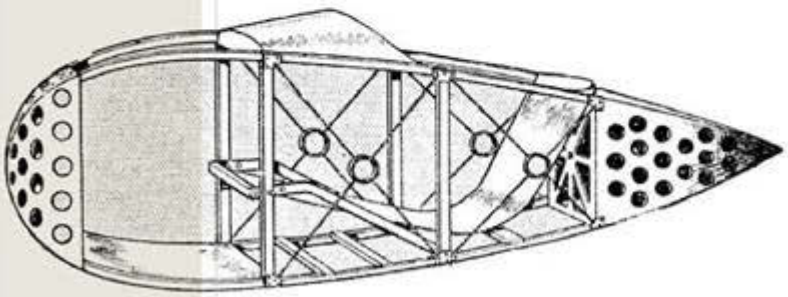
The design comprised a regular glove with a waterproof, warm shield sewn to the back of each handed glove. While Ixion applauded the gloves' ability to leave fingers free to operate the controls, he noted that driven rain, combined with the impetus of the motorcycle's speed, is extremely penetrating, leaving the reader to imagine what would happen next.



Hilton's waterproof gloves. No. 136,483 24/6/19

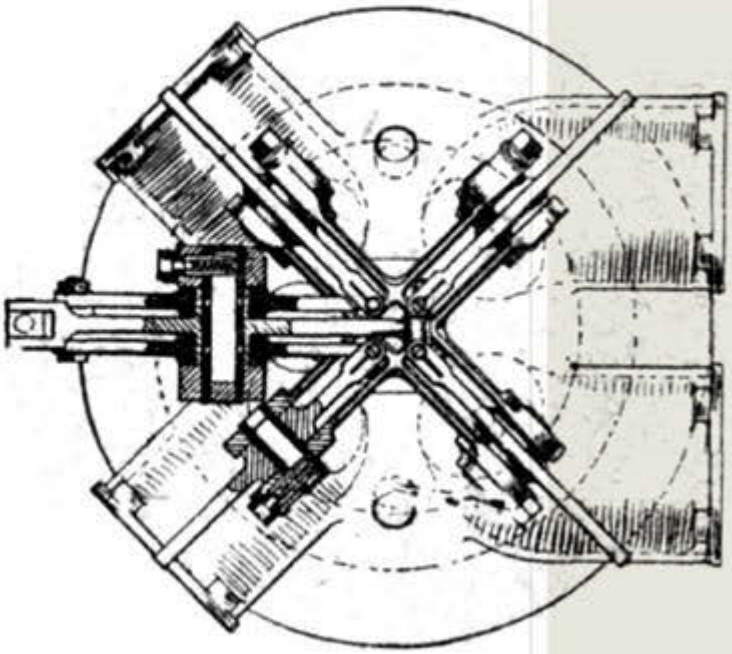
Doorless sidecar body, 145,206 – 30/4/1919

This Messrs Spinks and Cawthorne patent protected a sidecar body, owing much in design and construction to that of a then-current aeroplane fuselage. Considering rival designs, the Spinks sidecar body wasn't that revolutionary, but Canon Davies' observations were decidedly modern and proved him of flesh and blood too. 'The passenger enters by a hatchway on the top, affording a notable exhibition of those pretty stockings which contribute to make the sidecar so popular.'



Spinks's sidecar body. No. 145,206 30/4/19

A four-valve head, AC Stevenson and WS Smith, valve operating gear, 139,894 – 14/3/1919



AC Stevenson and WS Smith, valve operating gear. No. 139,894 14/3/19

'Messrs Stevenson and Smith of the Royal Aircraft Establishment are concerned with the multi-valve engine. No doubt aero engines were in their mind, but any amateur who is faking up a 2½HP JAP into a 16-valver with an eye to the Baby TT should study this lovely arrangement. For four valves per cylinder (two inlet and two exhausts), they use one pivot bracket and two pull rods. These are so ingeniously devised that... the two primary rockers operate four secondary rockers, the business ends of which are set equidistant round the central point of the head. Very neat, too.'

Hand and mechanical lubrication, H Williams, oil pump, 137,618 – 27/1/1919

Mr H Williams' patent covered the concept of uniting Best and Lloyd mechanical and hand oil pumps for machines with total loss systems. Rather than feed the engine, the delivery pipe of the mechanical pump was coupled to the cylinder of the hand pump in a position between its two valves. When running, the mechanical pump forced oil through the hand pump's sight feed and thence to the engine.

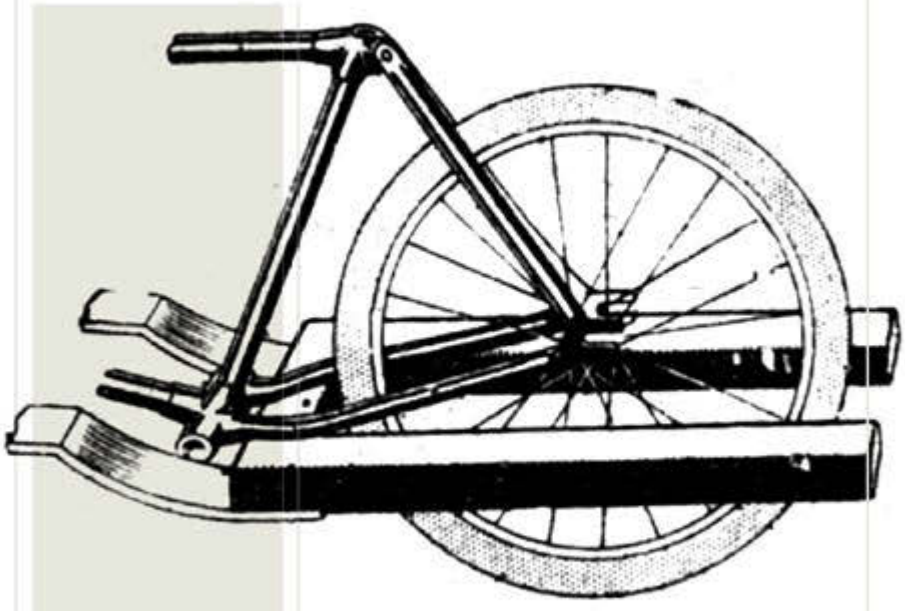
The design enabled the rider to make accurate drip feed settings by adjustment at the sight feed and keep an eye on oil flow while riding. Mr Williams' patent stated the hand oil pump could be used for additional oiling when the demand arose, but unless he detailed a bypass method, this wouldn't work, as the Best and Lloyd sight feed hand pumps on our machines also deliver their oil supply in drips (adjustable) through the sight feed. One wonders if Ixion's copy was over-subbed and in fact the hand oil pump was considered as a back up, rather than an additional supply. An alternative could have involved fitting a second squirt type oil pump, as fitted to some sporting/racing machines of the 1910s and 1920s to complement their mechanical or drip sight feed hand pumps.

Petrol tank position, Jorgen Mygind, petrol tank, 146,767 – 28/9/1919

'Jorgen Mygind, of Denmark, appears to have money to burn. He has gone to the trouble of patenting a U-shaped petrol tank suspended below the chain stays on each side of the back wheel. His excuse for this eccentric construction is that it gives extra stability by lowering the centre of gravity, and further diminishes wind resistance.

'If I understood Danish I would visit this inventor in order to hear his remarks after a heavy sideslip with such a vulnerable tank. He does not say whether he proposes to use an Autovac or exhaust pressure in order to feed the carburettor from such a low tank. In either case, I make a friendly appeal to him to abandon the design of motor cycles and devote himself to producing butter.'

"Sometimes Ixion appeared to suffer pangs of conscience as he was about to launch into strong criticism."

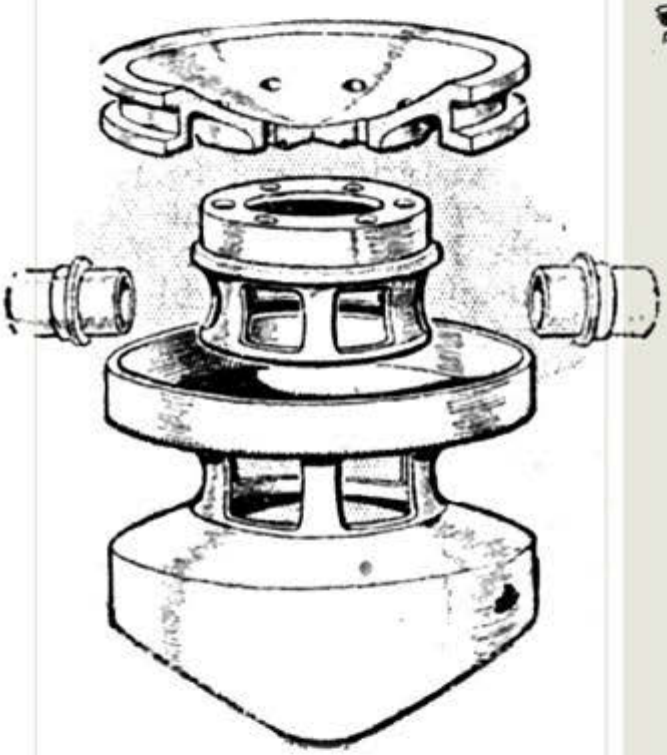


Mygind's petrol tank. No. 146,767 28/9/19

An advanced piston design, BSA and RH Pearsall's piston, 161,392 – 14/4/1921

Clearly Ixion was no more impressed by the BSA/Pearsall piston than Mygind's petrol tank as he penned: '…the skirt (piston) follows current feminine fashions and is mostly conspicuous by its absence…' and later '…the piston is like the Irishman's coat, consisting mostly of holes…' By today's standards Basil Davies' copy while amusing is unacceptable on a number of counts and isn't mindful of the fact BSA were then substantial advertisers in *The Motor Cycle*.

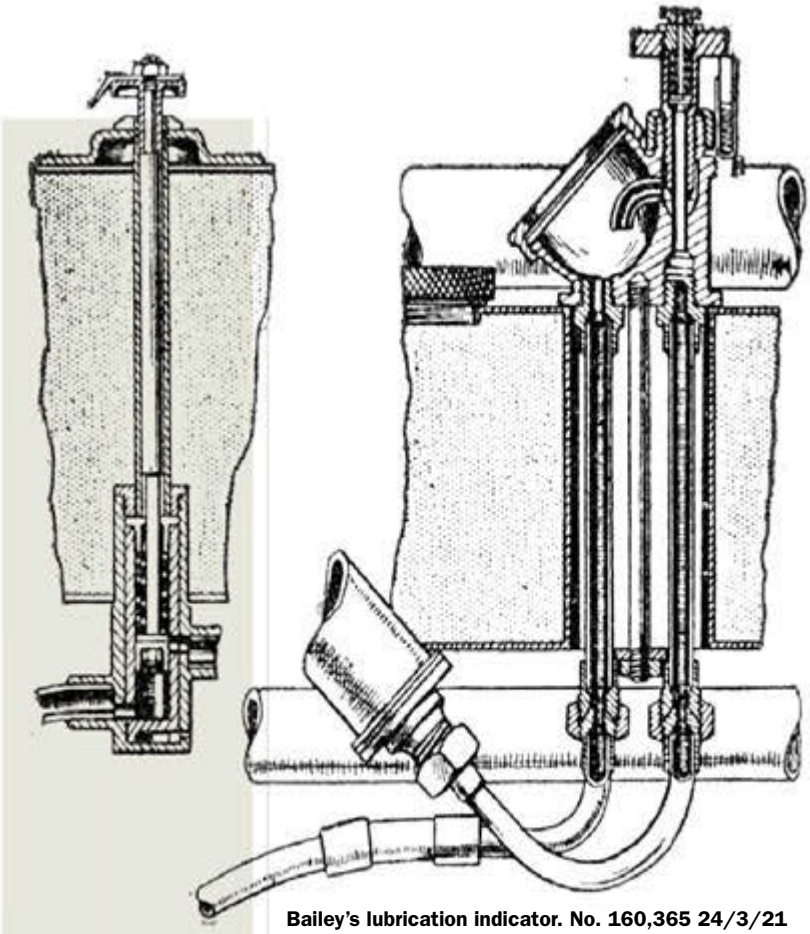
As can be seen from the sketch, the BSA/Pearsall piston comprises three narrow lands united by bobbins with liberally machined holes. While the middle and lower lands, plus two bobbins, appear as a one-piece casting, the top land, comprising the piston crown machined with a groove for the design's single piston ring, was fixed with six rivets to the upper face of the top bobbin.



BSA and Pearsall's piston. No. 161,392 14/4/21

The design incorporated gudgeon pin holders, which aligned into narrow bearings within the waist of the upper bobbin. These bearings moved slightly, enabling the gudgeon pin holders to align themselves accurately on the gudgeon pin.

Published criticisms of the design included poor heat transfer from the piston crown to the lower piston lands as the riveted joint between the crown and top bobbin would prove a poor heat conductor. And in turn the minimal nature of the lower piston skirts would lessen their ability to dissipate heat through the lubricating oil into the lower cylinder barrel. Ixion then suggested he suspected Mr Pearsall planned to negate this by injecting streams of oil into the 'innards' of his piston. Perhaps he was, after all, mindful of the value of BSA's advertising income to the Blue Un…



Bailey's lubrication indicator. No. 160,365 24/3/21

Improved Lubrication Indicators, SL Bailey's lubrication indicator, 160,365 – 24/3/1921

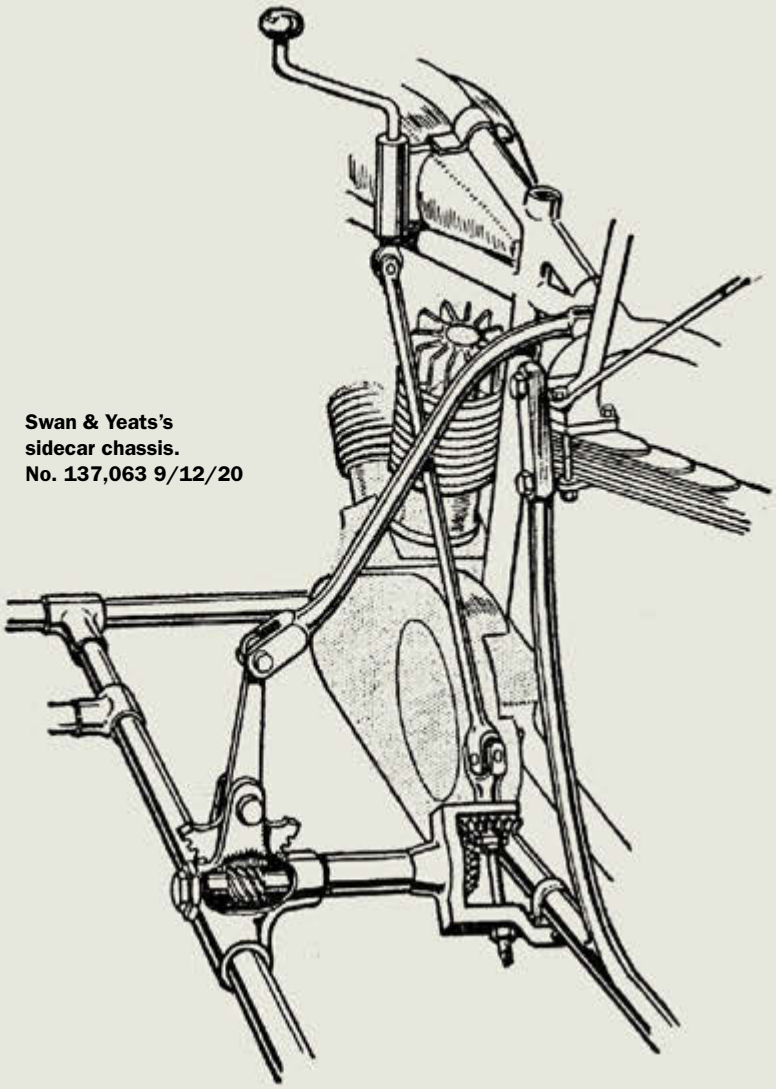
Often Ixion reported patents without adding his comments or observations, especially when he considered the patent an advantage to motorcycling and motorcyclists, or perhaps included a brief observation as a conclusion. And the many patents lodged by SL Bailey (Douglas Motors Ltd, Kingswood, Bristol), including this example, fell into that sizeable group.

'Mr SL Bailey has protected (by patent) two new forms of oil indicator. The vertical type, which is illustrated below, has two special virtues. In the first place the plunger rises when oil is passing through connections at its base, and so provides an infallible indicator by night as well as by day. Secondly, by rotating, a sleeve is turned so that the effective area of the oil passages is varied. The second sketch shows that the plunger may be combined with a sight feed chamber and drip feed if desired…' Then Canon Davies couldn't resist adding '…though the necessity for two indicators, is not clear.'

Sidecar Flexibility at Will… Swan & Yeats' sidecar chassis, 137,063 – 9/12/1920

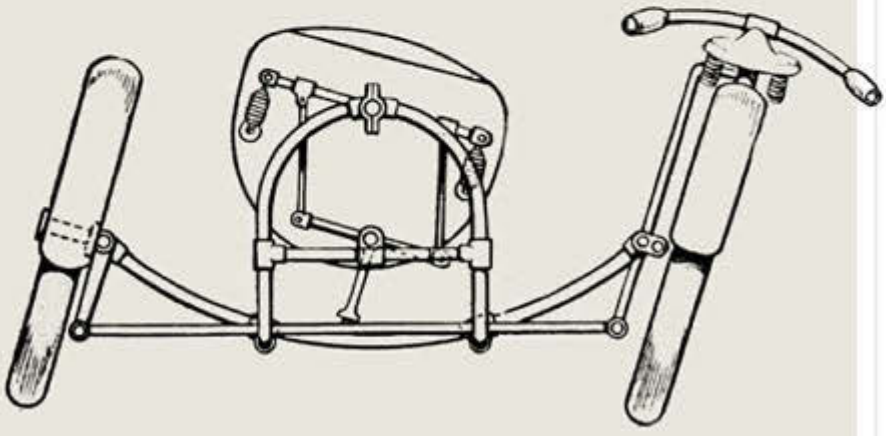
Sometimes Ixion appeared to suffer pangs of conscience as he was about to launch into strong criticism, but he didn't shy from the deed and on occasions warmed well enough to the task to unleash a little sarcasm too!

'Messrs Swan and Yeats are Australians: and I hate to seem unkind towards a country which provided the British Army with some of its finest shock troops in the late war. But I cannot camouflage the fact they are trying to add a new terror to sidecaring.'



Swan & Yeats's sidecar chassis. No. 137,063 9/12/20

"Often Ixion reported patents without adding his observations when he considered the patent an advantage to motorcycling."



Morton's sidecar chassis. No. 160,630 24/3/21

Swan and Yeats observed that the rigid sidecar/motorcycle set up did nothing to lesson the stresses meted out on the outfit in corners. Their design gave the driver direct control of lean of sidecar in relation to motorcycle by means of a tram handle operating through bevel and spiral gears. The sidecar mounting was at three points to the motorcycle and with the tram handle the driver could lean the plot to the machine or push it apart.

While Ixion clearly did not like the concept, Freddie Dixon used similar – which had been tried by others before the Swan & Yeats patent 137,063 – to good effect with the banking sidecar attached to his 1923 Sidecar TT winning ohv Douglas twin, his passenger controlling sidecar lean with a lever

...Automatically, Morton's sidecar chassis, 160,630 – 24/3/1921

Unsurprisingly, Canon Davies then couldn't resist following the Swan and Yeats design with another concept, a variation of which many of us will have seen or tried as the learner legal Sidewinder of the 1970s/1980s. Variations of this theme were briefly developed for those who fancied the idea applied to full outfits rather than the scant chassis of the learner legal Sidewinder (during the period learner riders in the UK were permitted to drive outfits on learner plates without a qualified rider present).

'It is so long since I drove a sidecar attached to a motor bicycle by flexible joints that I have almost forgotten what the experience felt like. To the best of my belief there were two main drawbacks. One was that my thigh was apt to be rather painfully nipped between the tank and sidecar; the other was that much faster cornering became possible, and that the tyres used to be wrenched off their rims. However, Messrs Morton consider that we have by no means heard the last of the flexible sidecar connections, and the sketch shows their plan for an arrangement by which the sidecar wheel and the sidecar body cant over in sympathy with the tilt of the bicycle in taking a corner.'

With the Sidewinder in mind Messrs Morton's prophesy proved sound!

A valet for the chain, Mr AS Menzies, chain cleaner, provisionally protected – 1921

Mr Menzies' device both cleaned and lubricated drive chains in an effort to maintain expensive roller chains. One may wonder why not employ fully enclosed chain guards, but Basil Davies informs that in his opinion they inspire little affection with both riders and designers – a view which seems surprising to this columnist, but Ixion's observations of then current opinion were generally accurate.

Menzies chain cleaner was fitted in front of the final drive sprocket with a brush rubbing on its exposed teeth and another on the lower chain run to sweep both clean. A small oil tank was included with an adjustable valve and dripper arrangement positioned to drip single drops of oil onto the cleansed chain as it mated with the equally clean rear sprocket teeth. Canon Davies did question how the dirt scrubbed from the chain and sprocket teeth would be thrown clear, but overall he seemed drawn to the concept.

And more

Patents galore were filed covering seemingly all aspects of gearbox design, including a variable gear design with eccentrically mounted pulley (GH Jones, 136,941 – 22/2/1919), the swing countershaft variable gear of James Milne (J Milne, 137,953 – 15-3-19) and Messrs TEC Hirst and LN Hirst came up with three variable pulley designs for belt drive machines (eg TEC Hirst and LN Hirst, 137,658 – 25/2/1919). One wonders how much time these forward thinkers spent on their designs considering the motorcycle world was moving to independent, often countershaft, gearboxes with arbitrarily chosen ratios and all chain drive.

If you follow frame design, the work of the likes of Mr RB Coleman (duplex frame construction, 13,623) or Mr JH Anscombe (Anscombe's motor cycle frame, 150,227 – 19/1/1920) may appeal. Mr Anscombe's design was more adventurous than most offering generous front fork springing, leaf spring control to allow frame to flex behind the engine and coil spring control, similar to that used on later veteran and early vintage Wanderers to the rear fork legs/structure. While there may be ensuing chain tension issues it seems an attempt in the right direction, but either Ixion either didn't like motorcycle suspension or he loathed Anscombe.

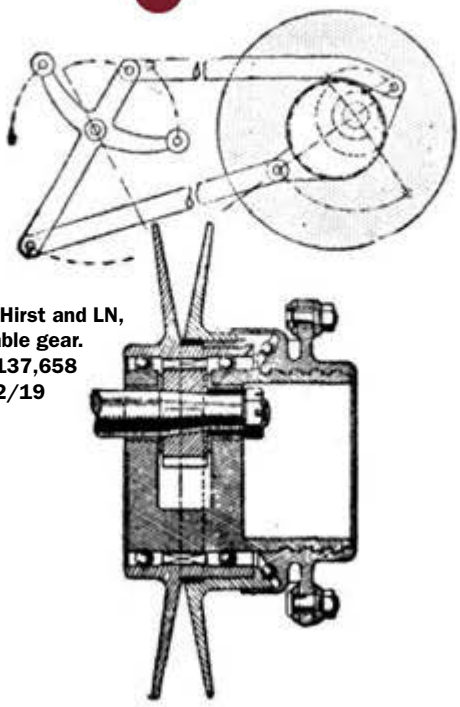
Basil Davies comments included:

'...rigid frames with big tyres plus first class saddle and front fork afford approximately the same comfort as the best spring frames which have been manufactured to date.'

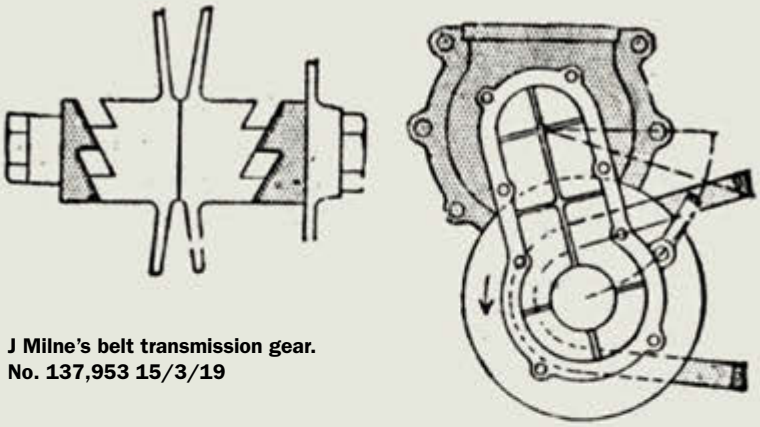
'Before cerebral tissue and Bradburys are lavishly exhausted on perfecting and protecting any given spring frame, the inventor should surely be certain not merely that his frame is comfortable, but also that it is cheap to make and light in weight.

'Mr Anscombe's frame, illustrated here, strikes me as isolating the ideal of comfort too exclusively.'

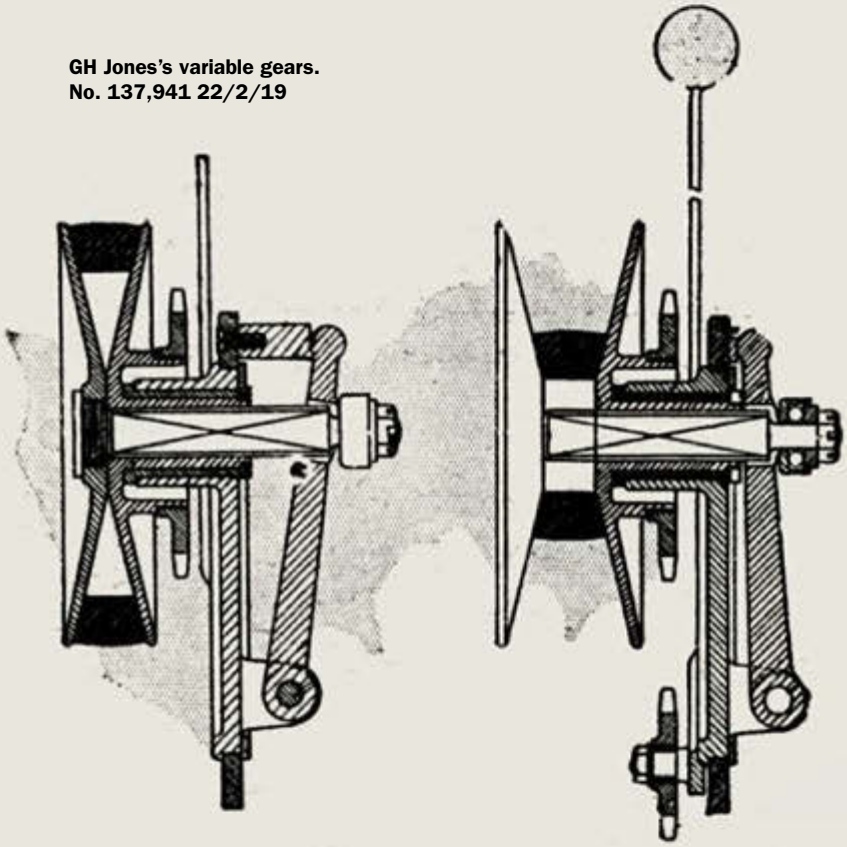
We can only hope Messrs Anscombe, Mygind, BSA, Pearsall et al who were unfortunate enough to enjoy Ixion's wit, sarcasm and advice considered themselves told! And that most useless of skills informs us on most occasions Canon Davies was right and at times equally visionary himself. End



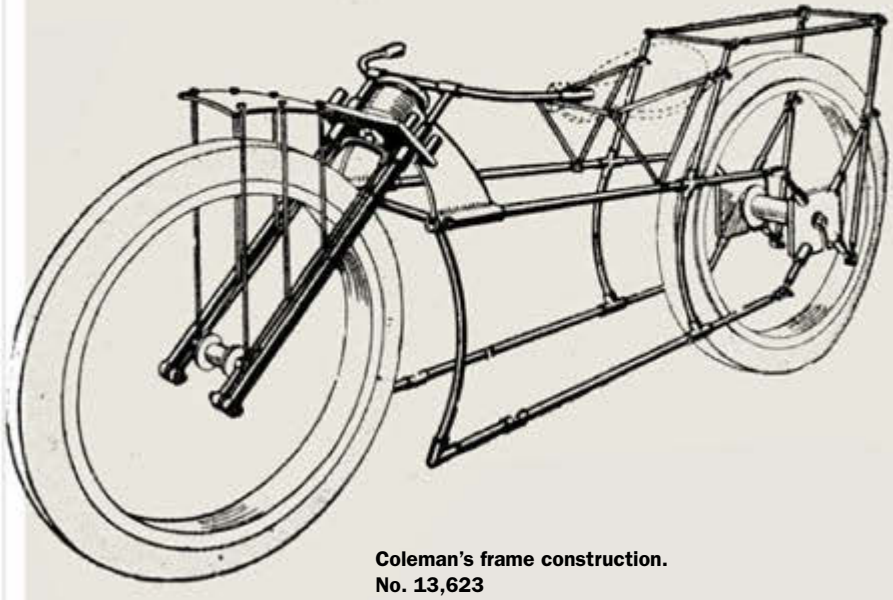
TEC Hirst and LN, variable gear. No. 137,658 25/2/19



J Milne's belt transmission gear. No. 137,953 15/3/19



GH Jones's variable gears. No. 137,941 22/2/19



Coleman's frame construction. No. 13,623

PLEASE VISIT US ONLINE!
Halcyon classic Parts
MOTORCYCLE GOGGLES!
A selection of over a hundred classic & modern style Motorcycle Goggles
- British Made Halcyon
- Italian Made Nannini
- USA made Bobsters
Mark 9 Racing -

- Mark 9 Deluxe
From £36.95
THE ULTIMATE BAR END MIRRORS!
Halcyon Bar-end mirrors are the finest quality classic motorcycle mirrors available, made to last a lifetime they are a testament to British engineering.
- Highly Polished Stainless Steel
- Domed swivel action on head
- Spring tensioned ratchet action at base
- New angled sleeve handlebar fitting
- Fits on either side

- 830 Mirror
From £39.95
REDESIGNED TO FIT ALL
7/8 to 1 Inch Bars
(17.5mm-21mm Inside Dia)

Orders are usually dispatched within 2 working days and are sent by Royal Mail recorded delivery, postage charges: Goggles - £3.95 • Bar-End Mirrors - £4.95. Payment made with Visa/Mastercard or by cheque - payable to HDM ltd. Orders can be placed by post, phone or online.
Order online for discounts
TEL: 01992 537546
www.classicpartsltd.com
UNIT 6, HERTFORD TRADING ESTATE, CAXTON HILL, HERTFORD, HERTS SG13 7NE
Copyright © 2006 Halcyon Design and Manufacturing Ltd-All rights reserved


ROBIN JAMES
ENGINEERING SERVICES
The Concours awards-winning British restorer of Classic Motorcycles, established 1979
QUALITY MOTORCYCLE RESTORATION
From just one component to a complete rebuild
Whatever your needs, call
Dave Rosser & Nick Cronin, K.O.B.I.
Clinton Road, Leominster, Herefordshire HR6 0RJ
Tel: +44 (0)1568 612800
www.robinjamesengineeringservices.com

Call 01454 324546
FREE Shipping
25 yrs Experience
Online Discounts
Massive Selection
Any tap, any die
Any where
No jack of all trades, not us

Visit us online: www.avontapdie.co.uk
It's what we do. It's all we do. Isn't it time you chose a specialist? Any tap, tap set, tapping drill, die, die nut -any where -and when you need it. We've been doing this for more than 25 years, supplying the world with vital taps, dies and cutting & threading tools of the highest quality. No job is ever too big nor too small, every order for us is just as important -it's our reputation at stake as well as your deadline.
AVON

Footman James
BRISTOL CLASSIC CAR SHOW
GATES OPEN 9.30am Saturday & Sunday

June 13-14, 2015
Royal Bath & West Showground,
Shepton Mallet, Somerset BA4 6QN
ADVANCE TICKETS ON SALE NOW!
Adults: £11 Seniors: £10 U16s go FREE!
- Thousands of stunning classic cars on display
- Superb club displays
- Classic car parking area
- Trade and autojumble stands
- Charterhouse auction on Sunday
- *Classic American* Car of the Year heat
SAVE £2 on the gate price when you buy in advance!
TICKET SALES & MORE INFO:
www.carsandevents.com/bccs7
TO PAY BY PHONE, CALL: 01507 529529 and quote: BCCS7
TRADE ENQUIRIES: 01507 529430
Footman James
Classic Motor
CLASSIC AMERICAN
CLASSIC Car Buyer

For the 2nd year...
Even bigger
SOMERSET BIKE WEEKEND
Even better
JUNE
27TH & 28TH
CAMPING AVAILABLE ON-SITE
For more information and a booking form contact: Caroline Coombes on 01963 442797, email caroline@haynesmotormuseum.co.uk or visit www.haynesmotormuseum.com
Telephone: 01963 440804
www.haynesmotormuseum.com
HAYNES INTERNATIONAL MOTOR MUSEUM

A brief chat with...
Ben Walker

As department director of the motorcycle department at Bonhams auctioneers, Ben Walker has to help organise shows and meet prospective clients. He's been in the industry for 20 years now, and has had tremendous fun along the way.

Words: MICHAEL BARRACLOUGH **Photography:** RICHARD JONES

Ben Walker first joined Brooks Auctioneers in 1995 after graduating from the Southampton Institute (now Southampton Solent University) with a degree in fine art valuation, and quickly began to make a name for himself at the company.

Brooks soon merged with Bonhams, and the young Ben continued to rise up through the ranks, eventually attaining the position of head of motorcycles in 2002, then the position of department director in 2010 and international department director in 2014.

His responsibilities include curating and consigning machines to the motorcycle auctions, creating the catalogues and visiting vendors; who he helps evaluate their machines with a view to ascertaining their estimated worth. He is part of dedicated team that often liaises with event planners, motorcycle clubs and museum curators to try to make the auctions as accessible and accurate as possible.

Ben is a self-confessed "transport enthusiast", finding joy in just about every conceivable form of transport, but his motorcycles – and the stories behind them – has been a constant source of enjoyment throughout his career, and all the evidence suggests that it will continue to be so in years to come.



Above: Ben looking pleased as punch at this year's Pioneer Run.

Bottom: Ben at the 2014 Banbury Run, with Andy Dean's New Imperial.

Could you tell me a little bit about yourself Ben, and how you came to work for Bonhams?

I started by doing work experience for Brooks auctioneers. I think that was part of my GCSEs, if I remember correctly. I would have been about 15 at the time.

I enjoyed it so much that I asked the company if they wanted any help at the weekends or at other sales, and I ended up working during my summer holidays, and a week after finishing my degree I started working full-time for the company. Brooks then merged with Bonhams auctioneers and adopted the name.

What was it about motorcycles that first drew you to them?

Wel,l I've always been a transport enthusiast. If it's got two wheels, if it's got four wheels, if it floats, if it flies, if it goes on rails... it excites me. I knew from an early age exactly what I wanted to do, exactly the industry that I wanted to work in and the company I wanted to work for.

I get to be around the sort of machines that a lot of people can only dream about, and I know I'm extremely lucky to be able to have that experience and to be able to do that, and, of course, none of us in the office ever take it for granted or are blasé about it. It is a real privilege to do what we do for a living.

I'm particularly intrigued by a nice little brace of American four-cylinder machines that are going to be auctioned off at Stafford. What's the story there?

This is the other great thing about what I do for a living – the back stories. Meeting the people who have collected these machines, coveted them and looked after them and this is a very good example.

They all belong to a gentleman who is 101 years old, and has owned them for, in some cases, an

"I knew from an early age exactly what I wanted to do."



extremely long time. It's been a real privilege getting to know him and finding out about him. The bikes are not just pieces of metal; there's a lot of emotion involved as well.

The Bonhams auction at The Carole Nash International Classic Motor Cycle Show in spring ranks as one of the highlights of the British motorcycling calendar. How do you typically prepare for an auction that size?

We've been involved now for more than 25 years, so it's a well-oiled machine. All the individuals who are involved with the sale and sale set-up know what they're doing. It's extremely slick.

We've got systems in place which enable us to come in and get things organised very quickly, but to go back to the start of the auction you start off with a completely blank canvas. No two sales are the same. It's at least a four-month process consigning and curating, agreeing estimates and so forth.

It's always interesting, it's always fun, and the end result is six hours of selling. Four, five months of hard work for six hours of selling. But in those six hours the market is set. Precedent is made. Records are broken. So those six hours are extremely important.

Are there any bikes that you think will attract a lot of attention from auction-goers in this April's Stafford sale?

Oh goodness. Well, there are more than 180 machines in the sale, and the variety is huge. There is something in this auction for everybody.

Every period is covered, every genre is covered, every major motorcycle manufacturing country is covered – I say that, obviously not every country is covered but the broad spectrum is – Italy, Japan, the UK, America, Germany, France – so it's a real broad spectrum.

To pick out individual machines that are going to attract specific interest is quite hard to do, but the clear highlight of the sale is the fully restored 1939 Vincent HRD Series A Rapide. One of the rarest and most desirable motorcycles ever produced.

How do you go about ascertaining the estimated value of the machines which are to be auctioned off?

Well there are a few factors. First of all, what is the motorcycle? Is it something unusual or rare? Rarity, of course, doesn't necessarily equate to increased value. Sometimes things are a rare for a reason, possibly because they were not very good in the first place.

History and provenance; do we have a continuous history and good provenance? Has the machine been in the possession of a famous person, or has it got proveable race history? Thirdly, the condition of the motorcycle; what is the condition like? Is it original or oily rag? Is it original factory paint? Has it been restored? Again, little things like that will make a difference. Experience – our experience – and knowing what buyers want also makes a difference.

TIMELINE

1977
Ben Walker is born on November 5.

c.1983
First encounters Verralls in Tooting with his father.

1994
Commences work experience at Brooks Auctioneers. Continues to help out during summer holidays.

1999
Starts working at Brooks Auctioneers full-time after leaving university. Starts his career working in the automobilia department.

2000
Brooks Auctioneers merges with Bonhams and adopts the name.

2002
Moves to the motorcycle department in November.

2003
First single-owner collection - The Geeson Brothers Motorcycle Museum.

2010
Becomes department director of the Bonhams motorcycle department.

2014
Becomes international department director.

2015
Takes part in the Pioneer Run.

We've got a good idea as to what people are looking for at present. We have a list of 'wants' on our database, and then we've also got a database which amounts to tens of thousands of motorcycles that have been sold over the years.

I imagine it must be quite exciting for you when you encounter a machine that maybe you haven't had much experience with in the past?

For us it's always exciting, and part of that is also the research, finding the archive material, looking to see what, for example, the Mortons archive has on file, what photos exist and actually tracing the history of the bike. It's all part of what we do.

It makes it even more interesting and even more exciting for the historian in us. When you don't know what's going to happen at the actual action you do get an adrenaline rush – as I know both buyers and sellers do to.

We've got to achieve the highest price on behalf of our vendors, especially when you know the individuals that you are working on behalf of. It makes you work even harder to achieve the right price.

What can you tell me about your own machines? Do you have a current favourite that you are enjoying riding at the minute?

I inherited my father's BMW RT at the end of last year and I'm enjoying riding that. That's getting me to and from work at the moment. I used to make fun of him for riding a bit of an older man's bike but it is genuinely brilliant – heated grips, heated seats, radio, windshield… everything that a classic bike doesn't have – and it got me through the cold weather admirably.

This weekend I was riding my 1967 Triumph Bonneville and I'm probably going to ride my Norton Dominator this coming weekend if the weather's good. Those are my two favourites at the moment – well, those are the ones that are working at the moment!

End



Right: With a truly stunning NUT. Manufactured in Newcastle, NUT motorcycles are commonly found in their traditional brown livery.

Kaye Don

With an aptitude for riding, driving and even boating at high speed, as well as meeting Mussolini and nearly bombing his own headquarters in the First World War, few can say they have lived a life as wild and exciting as that of the creator of the Ambassador marque, Kaye Don.

Words: MICHAEL BARRACLOUGH

Kaye Don was born in Dublin on April 10, 1891. He was educated at a grammar school in Wolverhampton, but that education was cut short due to the death of his father. In 1908 he began working for Avon tyres and he would commute from his home in Malden to the company's headquarters in Long Acre – a journey that he undertook on a 500cc Bradbury motorcycle.

Don worked at Avon from 1908 until 1928, though in 1915 he signed up to fight in the First World War. He first joined the Army Service Corps, but after a routine medical examination shortly after he had enlisted it was discovered that he suffered from a heart condition, and was duly discharged. Still eager to play an active role in the war effort, Don sought out a contact at Adastral House and was able to secure a spot in the Royal Flying Corps.

He first learned how to fly a Caudron, which was unusual as most prospective pilots cut their teeth in a Maurice Farman during this period in history. After his training he was sent to Oxford as a cadet, and soon after sent to a squadron in Norfolk. In 1916 he was sent to Saint-Pol, in northern France, and posted to No 16 Squadron.

In an interview in September 1978 – transcribed in Transport Pioneers of the Twentieth Century – Don describes an incident that occurred when he went up in his plane one night. First his plane was engulfed in low cloud, making it difficult to navigate, and then his instrument lights failed, rendering navigation of any sort completely unfeasible. Judging that he must have been well into enemy territory, he decided to drop the eight 20lb bombs attached to his aircraft (four under each wing), and then managed to find a safe area in which to land.

It later transpired that he had in fact been flying close to his own headquarters when he released his explosive cargo. He was given a rather severe talking-to for the misdemeanour... and that is putting it mildly.

Between working at Avon and serving in the Royal Flying Corps, he managed to pursue his passion for speed at ground level. Even before the outbreak of the First World War he was riding motorcycles competitively, and would become known for feats of great daring at Brooklands.

Don had great success driving all sorts of cars, including a variety of AC machines, the Wolseley Viper, and a fleet of three Sunbeams. Perhaps the most famous car associated with Kaye Don was the Sunbeam Silver Bullet. Built for Sunbeam's assault on the land speed record, it was equipped with two 12-cylinder engines mounted in line, with a supercharger at the nose. The concept was sound, and trial runs produced some very promising results, but the final execution of the idea seemed to have been rather poor. The Sunbeam Silver Bullet was ultimately a failure.

"Don worked at Avon from 1908 until 1928, though in 1915 he signed up to fight in the First World War."

Unfortunately for Don, who led an exciting if rather privileged life, his driving career was marred by a manslaughter charge which culminated in him being found guilty and serving four months in prison. The truth of the matter is still difficult to fathom, though the generally accepted story is that in May 1934 Don was on the Isle of Man, practicing and readying his machines for racing. It was late on the evening of the first practice day when his mechanic, Francis 'Frankie' Tayler, came to Don with the news that his MG Magnette was ready to go.

Kaye Don was about to play bridge with his wife and a fellow racing driver, but insisted that he must try out the car immediately. Don took to the road, with Frankie Tayler as his passenger. Apparently the car had no lights, and there is even speculation that Don may have been driving under the influence, but whatever the situation with the car was (or with Don himself), the story ends the same, tragic way. The MG collided with another vehicle, and Frankie Tayler was gravely injured. He died in hospital the following morning, and is buried in St Sepulchre's cemetery in Oxford.

As well as his experiences with motorcycles, fast cars and military aircraft, Kaye Don also developed a fascination with boats. His boat was named Miss England II, and was formerly owned by Sir Henry Segrave. Don took Miss England II to destinations across the globe, including such places as Buenos Aires and Detroit. He had many successes on open water; in 1929 he took a speedboat from Dover to Calais and back in 83 minutes, which nearly halved the previous record. Don and Miss England II later spent some time making and breaking records on Lake Garda in Italy. While there he was invited to meet then Prime Minister Benito Mussolini, with whom he spent an hour discussing boating.

Nobody really knows exactly why Kaye Don sojourned into motorcycle manufacture, but he was clearly possessed of a shrewd business acumen. The first Ambassador prototype was a 440cc JAP-engined four-stroke twin built in 1946. This engine did not reach full production, and Villiers two-strokes took up the mantle instead.

Ambassador motorcycles were known to have been pricey in comparison to other lightweights, but they were good quality and the company lasted until 1946. End

Right: Kaye Don in July 1957. He lived to the ripe old age of 90 and passed away in 1981.



Classic life

Letting it go

We really have no place in casting opinion on what happens to our motorcycles once we sell them on.

I recently heard about a chap getting extremely peeved because a vintage motorcycle he'd once possessed was about to be restored by its current owner. It raised all sorts of interesting topics in my mind, especially whether you actually have a right to question what happens to anything once you've sold it.

I mean, if you move house you wouldn't dream of going back to your old one and criticising its new resident for painting over your scuff marks and smoke stains, would you? And in our world of motorbikes, the buyer of a new Hinckley Bonneville would be pretty taken aback to find John Bloor on his doorstep complaining about the custom seat he'd fitted, or the skull and crossbones airbrushed onto the petrol tank.

But, to be fair, houses and Triumph Bonnevilles are plentiful, while the machine in question was apparently rare because of its age and make, and possibly unique because of its unrestored condition. I don't know the personal circumstances of the ex-owner, but assuming he didn't sell it because he was totally strapped for cash (and which of us hasn't made an enforced and subsequently regretted sale at some time?) perhaps he should have thought more deeply about the possible consequences before he let it go.

If he parted with it simply because he no longer had any use or space for it, he could have considered lending it to a museum or a friend instead. That would have not only given him the right to demand it back if his circumstances changed, but somebody else would have been responsible for its insurance and care as long as it was on their premises. But I really do mean 'lend' with a legally watertight agreement, because it can be hard to argue against the right of a museum or any other carer to alter or sell a motorcycle they've looked after for years.

I've heard of bikes whose ownership has become mired in controversy when an owner has died intestate, and I personally know somebody who donated documents to an archive, only to subsequently come across them for sale at an autojumble.

But when you consider a rare/unique and unrestored motorcycle like the one which started these ruminations, should it be left alone or is it acceptable to destroy what's left of its original finish?



Roy Poynting has been a regular contributor to *The Classic MotorCycle* since 1995 when he entered and won a writing competition. A veteran of many restorations, he continues to be an enthusiastic rider.

> ***"What's original to one person might well seem tatty to another."***

Well, it's not possible to give an unequivocal answer, because what's original to one person might well seem merely tatty to another. But if it's any help I can say my personal decisions about such things are based on motorcycles being primarily a means of transport rather than either works of art or (excluding unrideable pioneers like the Hildebrand and Wolfmüller and one-off specials like Johnny Allen's streamliner) historical statements.

So, while I love to see bikes in original condition, and some of my more memorable test rides have been in our occasional 'Authentic and Unrestored' series, I don't often covet such machines. That's mainly because their very originality means they're not necessarily the nicest bikes to ride, with some owners hanging onto decades-old tyres despite their minimal roadholding ability, and refusing to fit smoothly operating control cables because they don't look like the original fabric-reinforced ones.

I couldn't be that strong willed (or complacent, depending on your point of view) and in the past I've deliberately avoided buying some attractive original projects simply because I wouldn't be able to resist the temptation to do a bit of tidying up, and that might escalate into a full-scale restoration.

Making the choice between accepting the ravages of time and interfering with history is difficult and personal, but mention of a couple of my own recent acquisitions might help to explain my logic a bit more.

One was definitely unrestored, and apart from renewing the exhaust, tyres and cables for the sake of safety and legality I left it well alone; so the exact position and type of transfers (including the original dealer's badge) can still be seen. The other bike, however – which was actually in better running order – had at some time been brush-painted over the top of transfers and chrome-work in a slightly incorrect colour, so I don't feel guilty about giving it a full restoration.

The point is I've made those decisions based on my own criteria, and I reckon every other owner has to do the same. And that has to be the present owner, not the previous one, because once you've taken your 30 pieces of silver and parted with a bike I'm afraid you simply have to 'man up' and accept that you've also given up any right to influence its future.

End

DAVE COOPER TRAILERS

(CM) Unit 7, Pettings Court Farm, Hodsoll Street, Wrotham, Kent TN15 7LH
Tel/Fax: 01732 820082 (Days), 07860 702112 (Mobile)
• www.davecooper.co.uk • info@davecooper.co.uk



CLIP-ON ADJUSTABLE BIKE RACKS
£71.95 inc p&p
JUNIOR RACKS 50cc-80cc
SENIOR RACKS 100cc-600cc

Fits any vehicle with British standard towbar, and you can still tow with the bike rack in use. Made from strong 4mm British steel tubing, finished in protective enamel.
Lightboards, tie down straps and double racks also available.

TRAILERS

Single bike.....£279
Double bike.....£329
Treble bike.....£379
Sidecar.....£385



Spare wheel £28.50 extra. All prices include VAT • Delivery Service available.

Trailers come complete with Independent suspension, clip-on loading ramp, tie-down loops, wheel support clamps, security locking facility, removable lighting and six enamel colours. NEW wall mounting brackets – to hang trailer on your garage wall £15.00 pair. Price includes lightboard & ramp

Romney Marsh Bikejumble
10am Sunday 3rd May



at Hamstreet, Near Ashford, Kent, TN26 2HD
Watch Motoball : 5-aside Motorcycle Football.
Cheap garage clear-out stalls available - £10 - ask for details.
Entry £4 adults, £3 65-plus, kids U16 free.

Romney Marsh Show & Bikejumble
10am Sunday 28th June

Show Open to all pre-1990 Classics : Theme GrassTrack & Speedway : download a free-entry form : Live Music : Beer Tent : Hog Roast : MotoBall : BikeMart : Huge Marquee with Inside stalls. Hamstreet, Near Ashford, Kent, TN26 2HD



South of England Summer Classic Bike Show & Bikejumble:
10am Sunday 26th July

Show Open to All Classics : Download a free-entry form
The South of England Showground, Ardingly West Sussex, RH17 6TL

Romney Marsh Bikejumble:
10am Sunday 20th September

With 1pm Spares Auction at Hamstreet, Near Ashford, Kent, TN26 2HD

South of England RealClassic Show & Bikejumble
10am Sunday 25th October

Meet Jim Redman MBE, Six Times World & TT Champion

ELK Promotions
PO Box 85, New Romney
KENT TN28 9BE
01797 344277
www.elk-promotions.co.uk



3 FANTASTIC STEAM EVENTS FROM Outdoor Shows FOR THE 2015 SUMMER SEASON



ASHLEY HALL TRACTION ENGINE RALLY
Ashley Hall Showground, Ashley, Hale, WA14 3QA



CHESHIRE STEAM FAIR
Warrington, Cheshire, WA4 4AG



50th ASTLE PARK TRACTION ENGINE RALLY
Astle Park, Chelford, Cheshire, SK11 9AD



100s of MOTORCYCLES ON DISPLAY AT EACH EVENT!



FREE ENTRY & CAMPING FOR EXHIBITORS OF MOTORCYCLES (PRE-1975)



23rd, 24th & 25th MAY | 11th & 12th JULY | 8th & 9th AUGUST

All three events host the usual steam fair attractions, plus a mix of speciality performances from the Flyin' Ryan Stunt Show, Ken Fox's Wall of Death, K92000 Dog Display Team *(see website for who's on and where).*

FOR ENTRY FORMS PLEASE CONTACT:
Mr Peter Taylor. Telephone: 07919 688257

www.outdoorshows.co.uk

Pre-Booked Public Camping from £35 including Family Admission (see website for full details)

Room for everyone?

The 25-year rolling rule for VMCC eligibility hasn't perhaps had the effect some predicted, rather than some being ostracised, it just seems a wider range of machines are served.

I have been involved in vintage motorcycling for around 35 years now. I have reached the point where I can clearly remember the machines being admitted under the VMCC's rolling 25-year eligibility criteria being launched new.

I do need to make it clear that this is not a criticism of this rule, rather the opposite – I'm all in favour of it. An open-door policy with the 25-year caveat allowing later machines to filter in makes very good sense to me. We need to remember that when the VMCC was founded to cater for Vintage (pre-1931) machines some of these were still only 16 years old. Essentially what the VMCC has done is to remain true to this ethic.

It is probably this rolling admittance policy which has meant that the membership of the VMCC has grown steadily over time, although it has sat at around 17,000 for a while now.

Given that the club admits new machines annually, in the back of my mind is a niggling question. Why doesn't the membership rise by a small but significant number each year? This is a rhetorical question really, as I already know the answer. There is always going to be a gradual filtering process, although most members are long term, some will always leave and the older members unfortunately die. As these disappear their place is taken by slightly younger joiners, and with them come these later machines... The ones that they are nostalgic about.

Hats off to the club for managing to deal with more than 100 years of motorcycling while still catering for everybody because growing the membership to such a figure while still keeping everybody even relatively happy everybody is no piece of cake.

The only concern that I had was the following. As the later machines come in at the top, will the early stuff gradually fall out of the bottom?

I spent a little time looking at pictures of the local ride-out events from the last 20 years for evidence of this. I was ready to contest that it was because of the 'modern' machines that the old stuff was disappearing... Perhaps suggesting that the routes were being tailored to the guy on a big 1990 Ducati which has mighty long legs, capable of covering a vast distance in a relatively short time. The temptation was to say that today's runs are now far more biased towards the 'modern' machine and as a result the vintage motorcycle had suffered.



Jerry Thurston bought his first vintage motorcycle when he was 17. For a time he was *The Classic Motorcycle* advertising manager. Now, 35 years on from buying his first old bike, Jerry still owns and loves them and is especially fond of fast, noisy flat-tankers.

Instead I find that little has changed in two decades.

Even in the pictures I have which were taken in the late 1980s I cannot see many 1920s and 1930s 'bikes in the line-up of machines attending the run, by far the greatest majority of machines were from the 1950s and early 60s. In 1989 when 1965 was the cut-off date, by my reckoning the average machine was still a mid-1950s Triumph or BSA. Of course, as time has moved on this core group has been joined by a reasonable number of representatives from the new intake, but their modernity hasn't affected things.

So, even 25 years ago our 'average' machine was from around 1957 and still relatively quick even by modern standards. Run organisers have enough on their plates, it takes ages to plan a scenic 50- or 60-mile ride (and they have to be this long because our 'average' machine can do this in a couple of hours with ease) without having to consider mapping another much shorter route because somebody on 1920s bike is going to need something that's perhaps half that length in order to get round in a reasonable time. I've done such runs on some very sporting vintage machinery, and while getting round the full route in the time allotted is possible, it's more akin to riding in a time trial than a fun ride out in the countryside and you certainly can't contemplate having enough in hand to stop for a cup of coffee.

Something like an evening run is worse still for the vintage rider – often, one needs to be home for 9pm or risk running out of light, I clearly remember cutting things a bit fine one evening, chasing back on my 1919 Zenith Gradua, with darkness drawing in rapidly I pushed home the last few miles. I could see the cars but they probably couldn't see me, in hindsight it was a dangerous state of affairs.

Fortunately earlier motorcycles are well catered for with big events aimed specifically at them. Nationally the outstanding events are the Sunbeam MCC's Pioneer Run, and the Banbury runs, and on a local level, more and more regional sections are having girder and rigid runs that are aimed squarely at their members with earlier machines.

You know, taking everything into account, considering the thousands of riders in the club that caters for motorcycles that have been made over the span of over 100 years it does seem that there is room for everybody after all!

End

"An open-door policy with the 25-year caveat makes good sense."

AGENTS THROUGHOUT THE WORLD

For Style and Fit – It's "AVIAKIT"!

SEE THE FULL LINE-UP AT: LEWISLEATHERS.COM



LEWIS LEATHERS LIMITED

3-5 WHITFIELD STREET
LONDON, W1T 2SA
Telephone: 020 7636 4314

WWW.LEWISLEATHERS.COM

D Lewis LTD.

AVIAKIT REGD. TRADE MARK

Aviakit , D Lewis and Lewis Leathers are trademarks of Lewis Leathers Ltd, 3-5, Whitfield Street, London W1T 2SA Tel: 020 7636 4314

Marque of distinction

FRANCIS-BARNETT

Advertised from 1923 as 'Built like a bridge,' this slogan referred not to massive construction but to the fact that the Francis-Barnett's frame was bolted rather than braised together, this in an effort to prevent frame breakages.

While it is the 1950s models like the Plover and the Falcon that come most readily to mind, it must not be forgotten that Francis-Barnett had a long history, having been formed by Gordon Francis and Arthur Barnett way back in 1919.

The company amalgamated with Matchless under the AMC banner in 1947 and by the 1960s had merged their production with the James brand, the resulting machines almost identical apart from badges and colour schemes. Recently, brand name owner Andrew Longfield has made an attempt to revive the marque using machines sourced from the Chinese Herald Motor Company.

Model 14, 1929

The Model 14 was a 196cc, twin-port two-stroke, with the classic Francis-Barnett bolted-up frame. While some might eschew early two-strokes as not being terribly interesting, this is a real exception. Those twin exhausts and inlet on the left-hand side of the barrel combine to add extra visual impact to what is already a lovely looking little machine with its striking triangular saddle tank. There's automatic oiling too.

What to pay?

1929 Model 14 is priced at £3300 or near offer – it's reported as not being on the road for a while and being without a registration number, having been re-imported, but, even so, surely if the 1929 date checks out this must be the cheapest entry to the prestigious Banbury Run ever. We are not sure if you'll chance across a cheaper true vintage motorcycle.

£ £ £ £ £

TOP CHOICE



Powerbike, 1953

The Powerbike was Francis-Barnett's attempt to tap into the lucrative commuter market. Built down to a price, it offered no frills, simply a rigid frame, bicycle-type saddle and scaled-down girder-type forks. But that was the idea – it was meant to be simple. It made no attempt to be clever or luxurious. All you had to do was turn on the fuel, pedal and go. In retrospect, it was ingenious, pre-dating the now-familiar step-thru type moped by many years.

What to pay?

A 'restored for display' example is currently on the market for £750. The owner says that it has a V5, though somewhat unusually it does not seem to have lost its original three-letter, three-number registration, but is missing the engine covers. £750 doesn't seem to be a lot to pay for a 60-year-old motorcycle, even a little one like this. However, we suspect that cheaper examples will crop up from time to time, especially those that have been stripped of their registration numbers.

£ £ £ £ £



Words: JERRY THURSTON

Plover 40/41, 1937



This is perhaps not the Plover many will be familiar with, because like so many others, Francis-Barnett used the same model names for years. Although 20 years earlier than its Arden Green sister, there were many common points – both were two-stroke, semi-lightweight machines, with a 150cc single-cylinder motor. Of the two earlier models, the 40 was more basic, with the lights running directly from the magdyno, this only providing a glimmer at idle; the Model 41 had a 'proper' dynamo.

What to pay?

A mid-1930s Francis-Barnett is still not an expensive machine. Even the larger capacity models are priced at well under £4000, with the smaller examples more inexpensive still. With a little diligent research we think an unrestored 1930s Plover could still be grabbed for around £1000 to £1500.

£ £ £ £ £

Fulmar, 1961



If you love your motorcycles to be a little different, the Fulmar is the Francis-Barnett for you. From bright Tartan red and white finish (black and white was also an option) to the futuristic combined tank and seat unit running the length of the machine, it captured the trendy mood of the time perfectly. However, while the Fulmar was certainly a la mode the rest of the machine didn't live up to the expectations that the styling created. A 150cc single-cylinder motor was not what you'd expect to find under that 100mph bodywork...

What to pay?

Underappreciated for years, a couple of years ago under £1000 would get you a tidy, unrestored Fulmar. Today, enthusiasts are better at seeing what the motorcycle represented rather than what it does, so values have risen. Considering that sellers are demanding between £1000 and £1500 for the more conventional models, £2000 (or more) wouldn't seem unreasonable.

£ £ £ £ £

Trials/Scrambler, 1961



Capitalising on the growing popularity of off-road riding, Francis-Barnett offered both trials and scrambles model. Based around the same frame and nominally powered by the same Villiers motor, the major differences were within engine and gearbox specification. The scrambler had a 10.5 compression with close ratio box, the trials 9.25:1 and wider spaced gears. Much was made of the finish of both machines, pointing out the dull-chromium plated tank, to 'resist special fuels!'

What to pay?

We found it impossible to hunt down either a Scrambler or a trials Francis-Barnett for sale. Our best predictions, therefore, have to be based on the prices asked for similar makes and models. Five years ago a James Trials achieved £2350 at Bonhams and a similar current advert (which isn't identified as genuine or replica) asks £5000. Our best estimate, based on these factors, is £4500 for a trials and perhaps just over £5000 for the Scrambles version.

£ £ £ £ £

"TWENTY-NINE YEARS ON THE SHELF"

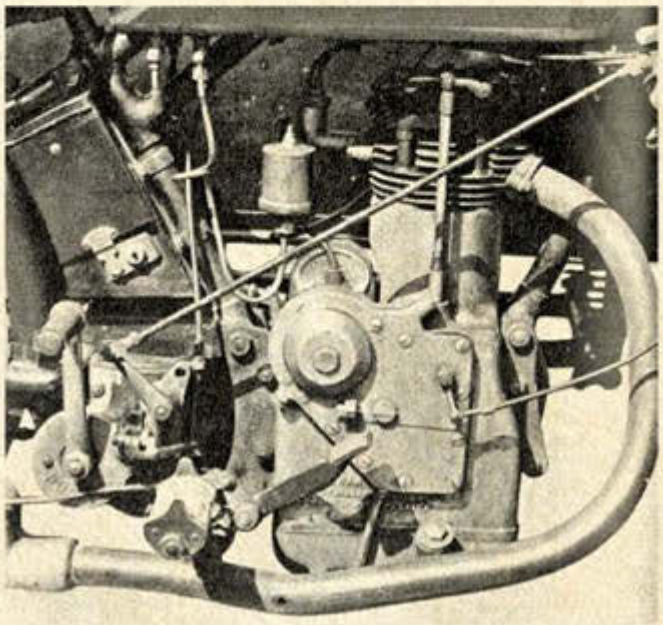
Taken into an Agent's Stock in 1925 350 c.c. Connaught-Bradshaw Combination Found a Purchaser, in 1953, who showed it to R. A. B. COOK

The scene – *Motor Cycling*'s offices. The news hounds were busying themselves, sorting out routine reports for the book – here was one from Scotland: the Dundee and Angus M.C. had held a Vintage Run, and great things had been done by a Mr. Pankhurst, riding a 1925 350 c.c. Connaught combination, owned by the club secretary, Mr. D. G. F. Murray. This machine had been registered for the first time in I953.

Here, obviously was a story! The news hounds panted happily and wagged their bushy tails. They would discover why this bicycle had lain unused for nearly 30 years, and then tell the world about it. But. Dundee – where was that?

Somewhere up beside lceland maybe? It was a heckuva way anyhow. so they consulted the R.A.C. Book; and wrote to R. A. B. Cook, and that is how this long-haired scribe came to knock on the door of 18 Elder's Lane, Dundee. one Sunday and say. "Please, is Mr. Murray at home?"

Now, in the world of Scottish motorcycle sport this Douglas Murray is quite a fellah, for not only is he hon. sec. of the Dundee and Angus Club. but he is founder, secretary and guiding spirit of the Scottish Vintage Club, a movement which he desires to see flourish like Jack's beanstalk.

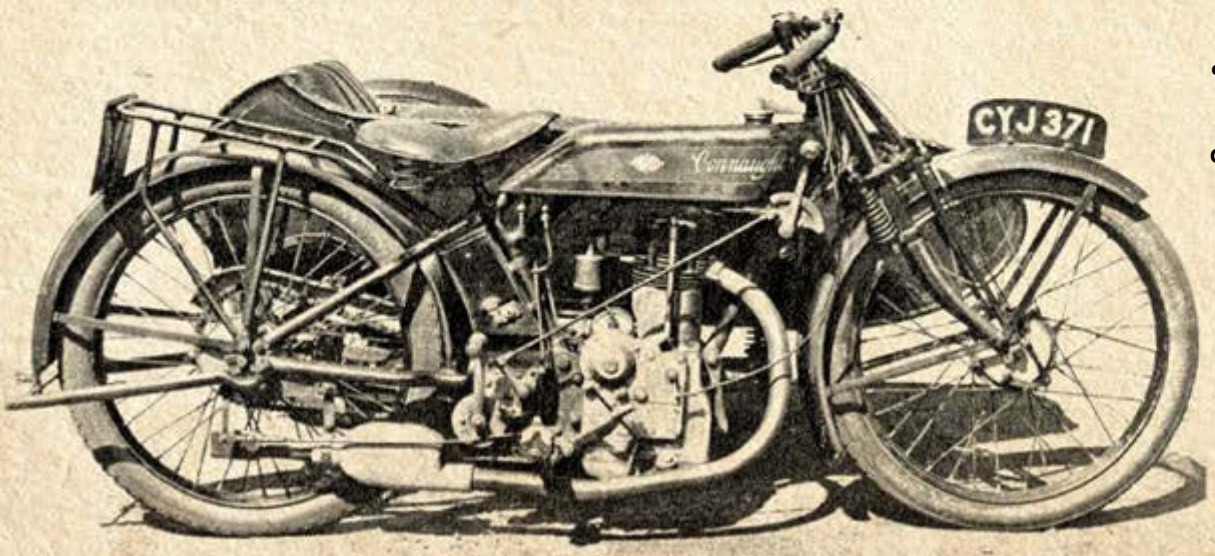


The Wonder!

In these circumstances. then. it is fitting that he should own such an unusual machine as this 1925 Connaught. But when he coolly mentioned that he uses it to go to work every day, our photographer almost dropped his box of lenses in astonishment! Friend Murray was very nearly trampled to death in the ensuing stampede to see this wondrous device. and when we got there, it was to stand and marvel. Photographs? Yes, you can look at them for the details, but only Glorious Technicolor could convey the true air of pristine brilliance which surrounds the Connaught. Showroom condition? Aye, and genuine at that!

Not that the Connaught is a flashy job, but the black stove enamel still has that original deep lustre, and the tank panels in dark green. along with the gold lines, give an air of dignity. The big point of interest. of course, is the 350 c.c. Bradshaw oil-cooled motor – the famous "Oil Boiler". About its accessibility Mr. Murray waxed excessively enthusiastic, explaining that to strip the unit well inside 30 minutes one merely leaves it in the frame and then does the following: (I) Drop sump; (2) remove cylinder head; (3) lift out liner; (4) unbolt the split big-end: (5) whip off outside fly wheel and cover-plate behind it; (6) withdraw complete crankshaft assembly, and, voila.'

The piston is a die-cast alloy job and all parts of the motor, with the exception of the magneto windings and a leather drive-coupling to that unit, are original and unmodified. When oil-pressure is raised a little pin creeps out to indicate this fact; and the outside flywheel – what could be more modern than that'? The gearbox is a three-speed Burman with ratios of 6.25, 9.5 and 5.5:1, these being sidecar ratios, top for the solo model having been 5.25:1. When new, in 1925, the machine sold for £56 10s, or you could lay down £13-odd deposit, ride away and pay them £3- plus per month for a year, and then it was yours! We seem to know an awful lot about it, don't we? Easy enough when the owner was able to vanish into the house for a second re-emerge complete with the



Designed by the famous Granville Bradshaw, this is a outstanding example of one of the most popular 350 c.c. o.h.v. units of the twenties. Cooled oil and air, it was made in Preston where its designer still engaged with the manufacturers of the Bond 'Minicar' (left). The complete 1925 Connaught outfit, first registered last year.

Connaught catalogue! The makers. it seems, were the J.E.S. Motor Co. of Bordesley Engineering Works, Witton Lane. Birmingham. with the splendid telegraphic address of "Fearnought."Other points from the catalogue are that the machine was known as the Model "M", the sidecar, also Connaught, being listed merely as "No. 7". But despite that, it is a very well-made job although, naturally, the chassis looks a bit on the weak side to present-day eyes. They seemed to have been rather proud of the fact that the chain-guard was "all steel", though on this model that item is a delightful cast aluminium job which would have looked very pretty on my own mount – but Mr. Murray had met journalists before, it seemed, and wouldn't go away long enough.

When the general ogling and "Ooh-look~at-this-here" session was beginning to pall slightly, a gallop was suggested. With some horror I noted that after the Amac carburetter had been gently flooded a first kick produced a gentle whirring sound. Horror? Well, suppose my own modern machinery was to require half a dozen kicks? The man Murray would laugh his head off! As it happened, the modern weapon didn't let me down, so with 13% stone of photographer eased into the sidecar the Connaught sets off with self in hot pursuit, revelling in the smell of Castrol "R"and gawping at my speedo, which indicated that ye olde outfit ahead was making a very steady 43 m.p.h. with very little noise other than a healthy crackle, audible only when I turned my head.

Then it was my turn! Same load in the sidecar and a very shaky take-off, because twisting the handlebar grip made no difference to the speed—one had to poke that little lever thing to alter that; and then there was the hand-change to learn up; not to mention finding the rear brake pedal on the right side. Oh dear! The outward run was not a model of how to drive a sidecar outfit, no matter what the age. But on the way home things began to click into place, and stock was taken of the surroundings.

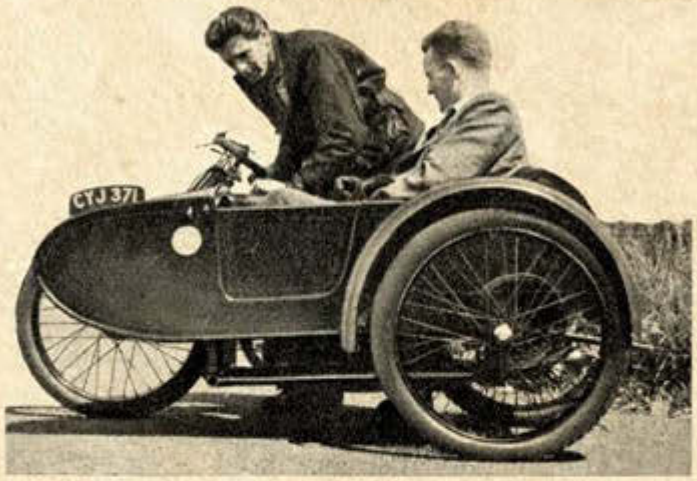
Flexible Engine

The outstanding feature was the complete lack of vibration from the engine, and the only criticism of that department was the very heavy piston-slap which came in as soon as load was put on the unit. Twiddling the ignition lever made very little difference here. But it pulled – Lord, how it pulled, and it was reckoned that under favourable conditions, and with a lighter passenger, it would fiddle along at a genuine "50 per" with little need for swapping down a cog. Very impressive!

Frame-wise, things weren't quite so hot. The front suspension moved about an inch at the most, and the passenger reported that the rear wheel seemed to do the same, due to general flexing of the tubes. He did add, however, that the sidecar was one of the most comfortable he'd ever been in, and he's been in quite a few because, in view of his weight, we use him locally as a testing medium when it comes to chairs. The steering was light as a feather, with no trace of wanting to wobble at any speed, but there was a general impression of the whole frame/chassis unit flexing as though it were made of spring steel, and this wasn't helped any by the very peculiar method of end-wise locating the front fork spindles with double spring washers, instead of bolting them up to solid thrust washers as is more usual. But one very rapidly got used to all this, and in no time at all the rider was quite fearlessly looking over his shoulder to see if there was any traffic about to overtake. Maybe that telegraphic address was a good idea. In general, riding the outfit was huge fun, and one could readily understand Mr. Murray not only using it to go to work. but wanting to use it every day. With foot-change and a stifler front fork. it might well represent the ideal of many a sidecar man who desires lightness and economy.

The fun and games over and the camera clicked, it was time to get down to the story of those 29 years, and quite a story it is too!

Back in 1925 Dundee motorcycle agents, name of Martin and Co., were fortunate in getting the Connaught agency for that fair city, and they straightway took a few machines into stock, including our Model " M," which were reverently placed in the window for all to see and admire. Now, in those days £56 105 was an awful lot of money for a motorcycle.



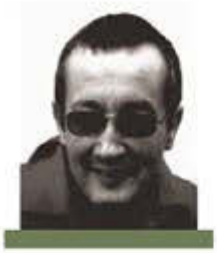
" Rab" Cook prepares to take owner Douglas Murray for a ride in the 29-year-old chair.

because even for £33 10s. you could have a 293 c.c. Connaught two-stroke. So the Model "M" stay ed in the window until the season was over. The following season it was back in there again, but by this time it was a year old, and nobody wanted to pay all that for a last year's model! The following year it was still in the window, and the year after likewise . . . and the year after that! Over the years until 1938 various people asked about the Connaught, and many of them offered to purchase it, but the late Mr. Martin, remembering the traditions of Scotland, refused to come below the original list price. and so the machine was still there when the firm wound up in 1938. At that time everything else in the establishment was sold off, except. Yes. you've guessed it, the Connaught, which was quietly taken away and hung from the walls of a shed by a younger Martin who had the foresight to drape it with covers and then forget all about it.

The war came and went, and about four years ago, "Duggie" Murray got cracking on a Scottish branch of the Vintage M.C.C. One member, name of Gordon Low, also of Dundee, remembered the Connaught outfit. He had seriously contemplated purchasing it in 1938, and was now even more serious about the matter. There was only one snag-where was it? Oh well, he knew someone who might know, and wrote a letter. This chap couldn't help, but he knew someone else who might know, so another letter was written with the same result. This went on for quite a while, one letter even having to go to a man now in Canada. But the scent seemed to be getting hotter, and eventually, the great day came. The Connaught, it was learned, was still hanging from the walls of the shed owned by Mr. Martin, Jr. And where did he live? A mere five or so miles from Dundee, in a village named Muirhead. So it came to light. Once the reasons for wanting to purchase it were explained, Mr. Martin gave in and let it go for a sum considerably less than the original list price and the eager vintagents started to examine things in detail.

Apart from the yellowed varnish and some flaked nickel plating, the thing only needed two small dabs of black enamel on the nose and tail of the sidecar. where the cover, had been sticking to the paintwork. Something like carpenter's glue was scraped from inside the sump and clean 1953 Castrol "R" put in its place; the mag, was, as already mentioned, rewound, as time had played heck with the slender wires – therein, the leather drive-coupling was replaced – and that was all there was to it. The tyres were blown up, and now, nearly 1000 miles farther on, the original front is still being used – a trifle puttylike in the rubber it is, but the canvas seems to be perfectly strong. Even the 5%-in drum brakes have their original linings, the original valve springs still spring, and the saddle leather has a nice, aged and polished look, but is definitely good for another 29 years yet! After running it for a while, Mr. Low sold it to the present owner, for reasons which are probably none of our business, and, well, that's it!

End



Bigger question

Your queries resolved with Richard Rosenthal

More on lip seals

STORAGE

Having just read your article on oil seals in the May issue of TCM (May 2015, page 94) I thought the following might be of interest to you.

When working in Ford's (now Fiat) tractor engineering and design department at Basildon, oil seals in our prototype's stores were stocked in boxes laying flat or hung in bags. Why? If you hung them up on a nail or hook, the lip on the seal would be or could be damaged. It is a very pointed V section, as you know. In fact, we had a specially manufactured clear plastic circular device on which the seal could be slid and the lip condition viewed for imperfections.

The moral we all accepted at Ford was 'don't hang your oil seals on nails or hooks and note how your supplier stores them'.

Bob Russell, AJS and Matchless Club, East London Section.

Thank you, Bob, for this valuable advice. In truth I've never considered the storage of oil seals as we buy ours from appropriate one-make specialists or our local bearing supplier ,who I know take them from tubular packets like those our favourite mints are supplied in. One can imagine the near greaseproof-type wrapping paper keeps them hidden from any sunlight and protects the lip.

Your advice, Bob, also reminds me of a childhood event that has always stuck in my mind. My late father Oskar, a Mercedes-Benz trained mechanic, had a near apoplectic fit on visiting a rival garage in Cambridge to pick up some ordered parts. He'd spotted their oil seals hanging on pegs on a purpose-made display rack alongside fibre and copper washers. As a small boy these things stick in your mind and until now I considered my father's rage was down to distortion problems and your advice, Bob, has now enlightened me further.

RE-USE

We know you don't like re-using so called disposable parts – do you ever re-use oil seals?

Pete Browning and Del Armstrong, Surrey.

As a rule, no. If an engine or forks are stripped for servicing or repair, even seemingly sound oil seals are replaced, in the same way gaskets are. Apart from long-term wear issues, logic here is two fold: the lips of seals can/will become damaged on repeated assembly/disassembly and they age.

However, occasionally we have re-used lip seals, especially if after build a unit needs stripping again for reasons not associated with the oil seals. The last occasion concerned one of our 50cc Kreidlers, all of which consume a bag full of different-sized seals for the engine/gearbox unit.

To complete the build of an engine assembled from our secondhand parts stock, but with new seals, piston, bearings etc, two suspect gear pinions were installed because we had nothing better to hand. Then within weeks of completing the build, a new old stock gear cluster surfaced so the engine was stripped to accept the new cogs and only the gaskets, but not the seals, were replaced. Arguably a chancy action, but we did inspect the seals before reassembly.

> *"O rings were developed as seals for static components."*

HARDENING

A bus load of readers have brought up the subject of hardening and the resultant symptom of leaks, leading in the case of two-stroke engines to the loss of crankcase compression. Some engineers and enthusiasts state that with modern oil seals and their reliance on neoprene or like material, hardening no longer occurs of the so-called 'rubber' element of the seals. Never one to shy away, I concur with those who believe lip seals can and will harden.

From this columnist's experience, hardening seems to occur with seals which, once used, have remained 'dry' for long periods. However, it only seems to occur in some instances, and seems more likely to happen with two-stroke crankcase seals which, for example, are in contact with petrol vapour, rather than those in contact with oil alone.

The science of all this is beyond me, but having become fed-up with stripping engines to replace crankcase seals, we endeavour to run all our two-strokes with lip seals for at least seven miles every two to three months. Since adopting this policy about



Words: RICHARD ROSENTHAL

a decade ago, we've not replaced any seals other than on strips to replace bearings etc. While a brief start may surface to prevent seals hardening, the minimum seven miles is chosen to get engines to drive out start-up condensation.

O RINGS IN FAVOUR OF LIPS SEALS

A past owner of my 1927 Francis-Barnett with 172cc Villiers engine has machined the plain metal main bearings/crankcase seals to accept O rings. I would have thought lip seals a better choice. Any thoughts?

Adrian Dring, email.

Really, O rings were developed as seals for static components and are therefore ideal for sealing carburettors to manifolds for example, although there are instances of more modern makers fitting them in situations where a rotating shaft needs sealing with its static housing .

One would think the lip seal is favourite in the situation you detail Adrian, as their spring element ensures the V section of the lip tip is maintained in even contact with the rotating shaft (mainshafts in the case of the subject 172cc engine), whereas the O ring is simply a circle of neoprene-like material devoid of any spring pressure to maintain the contact.

The only way the O ring can maintain contact between the static and rotating surfaces is by squashing into its position. Of course, this effect can be easily achieved by appropriate engineering when creating the circular groove in the plain metal main bearing bushes and O ring choice. One can visualise the squashed O ring wearing to a point that the desired seal is compromised.

Often O rings are selected for this modification as there isn't enough meat to machine to accept lip seals. For above reasons I've always been against the idea of machining grooves to accept O rings and instead have always favoured the use of thick oil in the premix or feed oil pump for earlier two-stroke engines which were designed with plain metal bush main bearings/seals. In use, the thick oil creates a lubricating and sealing film between the rotating mainshafts and the metal bush – a scheme that actually works well despite its primitive nature.

About a decade ago, and against advice of many, a friend machined grooves and fitted O rings to the detailed plain bush bearings of a mid-1930s 250cc Villiers single-cylinder two-stroke unit. The gain is improved crankcase compression combined with the ability to use thinner oil in the engine's premix at weaker concentrations, leading hopefully to better performance and less oil smoke.

All very 'green' we joked – and told him to enjoy the regular stripes to renew the O rings. More than 14,000 miles later the engine is still performing well and no O ring replacement has taken place…

STORAGE

Three readers, including Reg Negus and Shane Marshall, have asked; 'Is it best to store oil seals in oil?' All have read in how-to manuals this is the best storage method for lip oil seals.

No reference to dates have been found to this effect and one imagines the oil would need cleansing from the seal before pressing it into its mating housing.

One imagines the logic of this method is to isolate the seals from air and sunlight, both of which will 'age' the seals, however air will take a long time and will be down to the impurities in the air rather than the air itself and, of course, sunlight will eventually compromise the seals.

The storage method adopted by Ford and detailed by Bob Russell at the start of this Bigger Question is sound and will protect them well. Rather than store too many, why not buy them fresh from a local bearing company or other specialist which has a good turnover of stock?

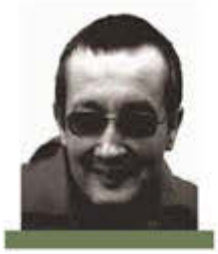


Adrian Dring's Francis-Barnett, similar to this one, has been adapted to use O rings for its plain metal bearings/ crankcase seals.



Castrol Classic Oils
LEADERS IN CLASSIC LUBRICATION
Castrol XL30, XXL40, GP50, XL20w/50
Castrol R, M plus all original Gear Oils.
Valvemaster & Valvemaster Plus Octane.
One litre, Gallon, Home Workshop Drum sizes.
Free UK mainland delivery offers.
www.castrolclassicoils.co.uk
Castrol Classic Oils Tel: 01954 231668





You were asking

Your queries resolved with Richard Rosenthal

TRIDENT FEATHERBED

Has anyone fitted Triumph Trident engine into a Norton Featherbed frame? If so, does anyone make engine plates for this conversion? I have a newly manufactured Featherbed frame and can confirm the Trident lump will fit.

S Stanley, email.

Yes, Triumph Trident/BSA Rocket 3 units have been successfully installed into original and replica Norton featherbed frames. Your proposed special will be quite rare and it is likely you will have to make your own engine plates and probably need to make relatively minor alterations to the existing mounting lugs on your frame.



Triumph/BSA triple engines do go in Featherbed frames, as this example, featured in our October 2006 issue, demonstrated.

What was AMAC?

New to older motorcycles, I've read in some old copies of the Motor Cycle reference to the carburettor maker AMAC. What was AMAC? And was it a rival, which went out of business, of Amal?

Lester Gedney, email, East Anglia.



Welcome to vintage motorcycling, Lester. AMAC, from quite early in its motorcycle carburettor manufacturing life, listed itself as AMAC Ltd. AMAC stood for Aston Motor Accessories Company. This maker, from Aston Cross, Birmingham, with the delightful telegraphic address of 'TERMINALS, BIRMINGHAM', established its motorcycle carburettor manufacturing business in the pioneer days and initially made carburettors for others in batches on demand. This led to AMAC designing its own instruments and such was its success it was a fitment of choice or an option for a sizeable number of British motorcycle makers. Another favourite was Brown & Barlow, while factories such as Douglas initially made its own.

Such was AMAC's success and ambitions, in 1920 the firm extensively advertised the opening of its new factory, measuring 240ft x 240ft. Rather than cease trading, AMAC merged with rival carburettor makers Binks plus Brown & Barlow (B & B) to form Amalgamated (Amal) Carburettors in 1928. This merger gave Amal the monopoly for carburettor supply to the British motorcycle market.

The origins of road racing

At a recent club night quiz the question master stated road racing began in 1907 with the first TT races in the Isle of Man. You have written earlier dates, but I can't remember what!

Mr A Pearson, Scotland.

Certainly, the first IoM TT races were held in 1907, on the St John's Course, with Charlie Collier (Matchless) winning the single-cylinder class at 38.22mph and H Rem Fowler (Norton) the multi-cylinder class at 36.22mph for the 158-mile race. Mr Fowler set the fastest lap of 42.91mph, but had a slower race speed to Collier, thanks to the endless punctures he gained.

Before this, the IoM had been used for team trials for international events and possibly as early as 1902 for speed testing by individual motorcycle makers. No such racing, trials or speed testing was permitted on the UK mainland roads, where strict speed limits also applied, and we weren't enlightened enough to close roads for racing. As early as the late 1890s, motorcycles and motor tricycles lined up for town/city to town/city events across mainland Europe, America and possibly elsewhere. By 1903 motorcycles were performing well in some long-distance races across Europe, but later multiple fatalities put an end to this fun.

While it was illegal to hold races on open UK mainland races, clubs and groups of individuals ran impromptu events illegally on steep hills or along fast straights. The famous trials rider Muriel Hind recorded riding in such events and acting as a lookout for approaching police in the 1903/04 period. Luckily for the riders and organisers of such illegal events the most local police had were pedal cycles as their pursuit vehicles.

Alongside this, speed events were run as early as 1902 on seaside town promenades and along private estate roads. Additionally, motorcycles started racing on the cycle tracks of the UK and Europe as early as 1901 when hillclimbs took place on a steep section of the track at Crystal Palace.

By 1903, the racing of motorcycles as an exciting interlude to the day's cycle racing was becoming both popular with spectators and lucrative to the motorcycle racers and promoters. Favourite venues in the UK included Canning Town, Herne Hill, Crystal Palace (early days only), Bristol and New Brighton. Soon, crowds flocked to British venues or Parisienne tracks such as the Velodrome De Paris or Buffalo Track to witness international battles between the likes of Frenchmen Maurice Fournier, Henri Cissac and Marius Thé (one of motorcycling's first world champions) on their huge-engined machines versus the lighter British mounts of the Collier brothers, Harry Martin and George Barnes (both known by the French fans as the 'Eeenglish Devils' among other things).

Prize money for these international matches could be massive for the period – up to £1000, at a time when many workers earned less than £2 per week. As machines became faster and despite efforts to restrict speeds, motorcycle racing on the cycle tracks became too dangerous for many promoters, although record breaking on cycle tracks devoid of spectators continued through to the end of the Edwardian Period.

As the cycle tracks began closing to motorcycle racing, the IoM and Brooklands opened for business.



Action from Canning Town in 1903, as Collier (of Matchless fame) leads Reynolds.

Fast! MAIL ORDER WORLDWIDE

UK DELIVERY NEXT DAY

BSA TRIUMPH

Est 1966

BSA PARTS

BSA
A7
A7 Shooting Star
A10
A10 Golden Flash
A10 Road Rocket
A10 Super Rocket
A10 Super Flash
A10 Rocket Gold Star
A50
A50R Royal Star
A50C Cyclone
A50W Wasp
A65
A65 Star Twin
A65L Lightning
A65R Rocket
A65T Thunderbolt
A65H Hornet
A65S Spitfire
A65F Firebird Scrambler
B Series (4 stroke single cylinder) and (4 stroke twin)
B25 Fleet Star
B25 Starfire
B25 Barracuda
B25 SS Gold Star
BSA B31 single and B31 Twin
B32 Gold Star
B33
B34 Gold Star
B40 350 Star
B40 S590 (Sports Star 90)
WDB40 (Army B40)
B44 Victor
B44
B44SS Shooting Star
B44R Victor Roadster
B50
B50SS Gold Star 500
D Series (2-stroke single cylinder. BSA Bantam)
D1 - D3 - D5
D7 - D10
D14/4
B175
M Series (Side Valve, single cylinder)
M20
M21
M33

ALL PARTS AVAILABLE
For Restorations - Repairs







TRIUMPH PARTS

Trophy 500cc
6T Thunderbird 650cc twin
3TA or "Triumph TwentyOne" 350 cc (ie 21 cubic inches)
5TA 500cc
T90 350cc
T100 500 cc
T100A
T100SS
T100S Tiger Sports
T100R Daytona 500cc
T110 Tiger 650cc
TR5T Adventurer/ Trophy Trail 500cc
TR25W Trophy 250 250cc
T100C Trophy 500cc
TR6 Trophy 650cc
Trophy 6C Trophy 650cc
TR7V Tiger 750cc
Tiger Cub 200cc 650cc
Thruxton Bonneville
T140 Bonneville 750cc
T120 Bonneville
T140D Bonneville Special 750cc
T140W TSS 750cc
T140E 750cc
Triumph T140 TSX Bonneville Executive
Triumph TR65 Thunderbird 650cc
TR7T Tiger Trail 750cc
TR65T Tiger Trail 650cc
T140LE Royal Wedding Bonneville 750cc
T140J Bonneville Silver Jubilee 750cc
T140AV, TR7AV, TSSAV
TR7VS Tiger Electro
T140ES Bonneville Electro
TR6 Thunderbird 600cc
TSX8
Triples
T150 1969, 1972
T150V 1971, 1974
X75 1973
T160 1975

This is a *BRAND NEW* LIGHTENED DISC for any standard T140 Bonneville, T150, T160 Trident

TRIUMPH SIDE STAND
Covering from 1954 to 1983

ONE NUMBER - 3 PHONE LINES - EASY CONTACT

CRACKING WEBSITE

You can now follow us on Facebook

YOUR ONE STOP SHOP

SUPREME motor cycles ltd

Established 1966

1 High Street, Earl Shilton, Leicestershire LE9 7DH
Tel: 01455 841133 / 0845 521 8710 Fax: 01455 840 691
Email: enquiries@supremotorcycles.co.uk *(Emails answered daily)*
www.supremotorcycles.co.uk

HOURS
MON-FRI
9am - 5pm

UNITY EQUIPE

MOTOR CYCLE RACING AND CUSTOMISING
UNITY SPECIAL EQUIPE ROCHDALE

50 years of overseas trade experience

Now taking orders Manx Frame built specially for Harley Sportster engine and gearbox

Unity Converta engine plates etc



50 page Catalogue £5
(refundable against order)
Packed with spares and parts for the British biker or special builder

2nd Floor, Quality Works, Old Fire Station, Rochdale Road, Todmorden OL14 7NA
Tel: +44 (0)1706 839059
Fax: +44 (0)1706 839348
E-mail: tritonmcs@aol.com
www.unityequipe.com

classic tyres for your classic

authentic tyres from the ultimate tyre authority
- Free delivery on UK orders over £50
- Friendly, expert advice from classic enthusiasts

DUNLOP AVON HENG SHIN ENSIGN

50 YEARS

vintagetyres.com
sales@vintagetyres.com
t: 01590 612261
f: 01590 612722

VINTAGE TYRES

100% FREE

MoreBikes Weekly

100% FREE



THE **FREE** MOTORCYCLE NEWS, REVIEWS AND FEATURES APP
DOWNLOAD NOW: morebikes.co.uk/app
AVAILABLE ON YOUR iPHONE & iPAD **NOW!**

Download on the App Store

morebikes.co.uk

AJS Big Port

THE SPECIALISTS

Much AJS 'Big Port' knowledge is available – it's just knowing where to look. Membership of the Vintage MCC is a good place to start. For reference, the book AJS of Wolverhampton, by Stephen Mills, is valuable in every sense – unfortunately out of print, it is an expensive purchase. Parts lists and road test reprints can be tracked down at more reasonable money. For this overview, we are guided by serial Big Port restorer Alan Smith.

MODEL HISTORY

The western world was still recovering from the First World War when the Stevens brothers, producing a successful range of side-valve machines, came up with a 350cc overhead valve racing model. This caused a sensation at the 1921 Isle of Man TT when Eric Williams won the Junior race, then AJS works rider Howard Davies used the same 350cc model to win the 500cc Senior race.

It was the start of a legend that still resonates nearly a century later. From the end of 1922, it was available to anyone with the wherewithal, and for the remainder of the decade the 'Big Port' (so named because of its unusually large exhaust port and pipe) helped numerous clubmen to competition success.

Being responsible for a successful sporting motorcycle kept the pressure on AJS to maintain superiority. While the broad specification remained, Big Ports adopted the numerous advances in technology that were coming in the vintage years as well as design cues, such as flat-tanks giving way to saddle tanks.

In 1925, the exhaust port was reduced to 15⁄8in to make the Big Port, pedantically, an 'Average Port.' By the 1930s AJS moved the camshaft upstairs, evolving into new designs to pick up the company's sports bike baton.



01

Engine

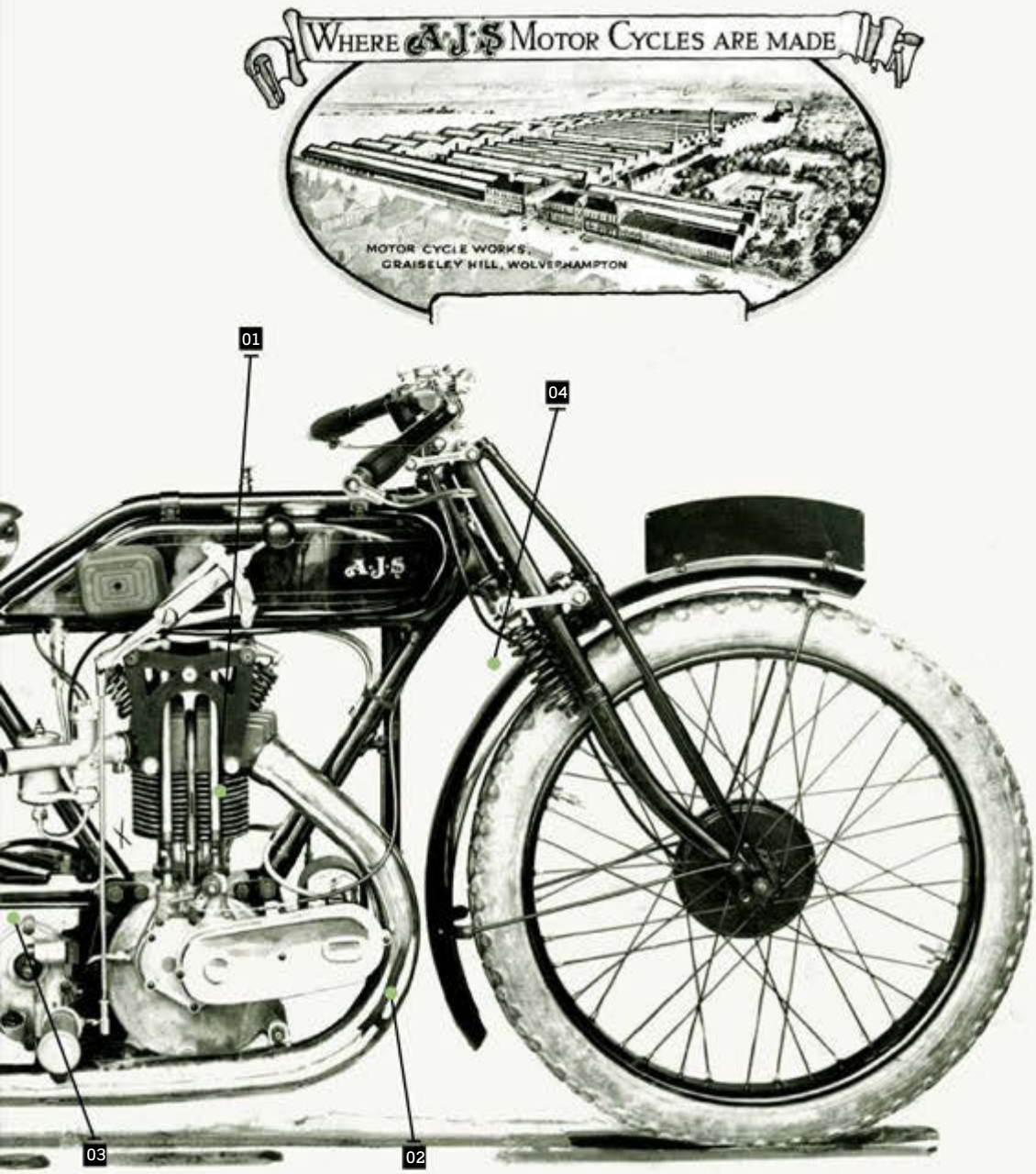
The original 'Big Port' engine used an unusual 74mm bore and 81mm stroke combination for 348cc. The engine's most unusual feature is a 'stirrup' arrangement that clamps head to barrel to crankcases. Like most machines of that era, the valve gear was left exposed. However, undoing two turnbuckles dismantles the top half! Later models bolted the head to the barrel and four studs held the barrel to the crankcase. The alloy rockers became enclosed. Early engines used Amac carburettors, but these were soon supplanted by Binks instruments. Plain bearings were lubricated by a Pilgrim pump, drawing oil from the wet sump. Race bikes had an auxiliary tank and manual pump. The factory fitted roller bearings to 1927 bikes, but went back to plain bearings for 1928. Obtaining spare parts is a question of luck – or that circle of Big Port-owning friends, which, depending on the engine's condition, may well need to become considerably wider depending on engine restoration progress. Usefully, AJS camshafts of the same year are interchangeable between side- and overhead-valve engines. The cylinder barrel is one of the biggest headaches. The barrel spigot is very thin-walled and will withstand only limited over-boring. The bore size is bigger than most 350s. Apparently, Calthorpe pistons will fit, but... first find a Calthorpe spares source!

02

Transmision

An open chain transferred drive to the clutch, which was single-plate on early models, multi-plate from 1928-on. Rejuvenation includes new inserts where necessary, but the main check is for the truth of the plates. They should be perfectly flat and achieving this can be a test of patience. The three-speed gearbox was also subject to change and updates, affecting both castings as well as internals. Needless to say, a lot of the parts are not interchangeable. The kickstart quadrant can suffer and the second-gear pinions are frequently damaged. While first and top seem to have long and trouble-free lives, the intermediate ratio bears the brunt. Totally unobtainable, eventually a frustrated Big Port owner will commission a small batch of cogs and selling the spares will help defray the cost. Note the contact details of such an owner carefully! The bike can still be ridden with quite badly damaged gears. To minimise the

Words: ALAN TURNER



effect, it is necessary to eliminate excess play, caused by wear of the hand-change gate and the joining linkage.

03

Electrics

The earlier bikes were supplied with a Lucas KR1 magneto and sometimes acetylene lights, supplied by various aftermarket manufacturers. Restoration of the magneto is straightforward, but not cheap. Later engines were revised and could have a Lucas dynamo mounted behind the engine.

04

Cycle parts

The hubs contained cup and cone bearings. Most riders will take advantage of a wheel build to have the bare hub machined to take modern sealed-type bearings. Original? No. Practical? Yes, and from the outside it cannot be detected. The drums also supported the single-sided drum brakes. For the truly desperate, AJS even listed a front stirrup brake as an alternative! Few survive, although that remark might also be extended to the users of such a brake. Among the detail updates, flat tanks became saddle tanks. The finish was mostly black enamel, with some details nickel-plated. Many of the fasteners were chemi-blacked.

05

Suspension

The Big Port came from an era when a saddle was regarded as all one needed for rear suspension. This can be restored if necessary. Steering accuracy, cornering and comfort were looked after at the front with girder forks. These were of Druid type until 1928. Next year, AJS joined many other manufacturers by adopting the Webb design. Restoration requires good working knowledge of a lathe and also knowing how the forks should be correctly assembled. Without these things, defer to those who can. A note of caution applies to the Druid forks, which can suffer unchecked wear in the main pivots, which become too oval for rescue.

PRICING

Unsurprisingly, the kudos is reflected in the prices. The earlier bikes are the least common, hence most expensive. A pile of bits may cost £6000, but there's the satisfaction of knowing, if you see the job through, then you could easily add £10,000 to the future selling price.

FINAL BIT

'It's a Big Port!' An expression that does not truly define one of the more successful models to come from AJ Stevens' Wolverhampton works. As the Guide has hopefully demonstrated, the Big Port reputation was established with a fine 350cc motorcycle that considerably raised the bar at the time of its launch.

AJS persisted and tried to keep it there, but the result has been a bike that has seen a bewildering number of updates and design changes. The factory's determination at that time has made most Big Port restorations as jobs for the brave.

Assuming the courageous course of wallet bruising, phone cajolery and eBay bartering has been successful, the experience of riding a sporting vintage bike should be a justifiable and satisfying reward, showing why the bike remains much coveted.

The main problem will be finding parts. It's always worth securing anything on offer, if it's on offer, as it can then be traded for other bits.

Perhaps the theme of Big Port restoration is best summarised by the recently departed Joe Cocker's greatest hit: 'With a Little Help from my Friends'. End

Classic life

AMAC carburettors

Although regarded as pioneers of carburettor design, AMAC was not among the first to develop spray instruments, nor initially were carburettors their specialism.

Words: RICHARD ROSENTHAL
Photography: MORTONS MEDIA GROUP ARCHIVE

With the delightful telegraphic address of 'Terminals, Birmingham' AMAC (Aston Motor Accessories Company) Ltd, Aston Cross, was established in 1903 to manufacture a variety of components for the motor industry.

The growing industry demanded ever more items including carburettors, which were initially made by AMAC to existing designs and often branded with the customer's logo. The company then began developing carburettors.

Copy from their 1921 catalogues completes the story. 'From making as the need arose a wide variety of motor components, AMAC have gradually concentrated their energies on one of the most difficult and important branches, viz., the design and manufacture of carburettors for Motor Cycles, Cycle Cars, Motor Cars and Marine Engines.'

Forgetting cars, marine engines and other such contrivances, importantly for motorcyclists AMAC carburettors became the instrument of choice for some makers and were an option offered by others. AMAC boasted at the 1911 London Motor Cycle Show more exhibits had their instruments than any other.

In circa 1920 a new carburettor factory was built and G Kynoch gained a holding in AMAC Ltd, and four years later AMAC became part of Nobel Industries. In 1928 AMAC, Binks and Brown & Barlow carburettor brands merged to form AMAL (Amalgamated Carburettors).

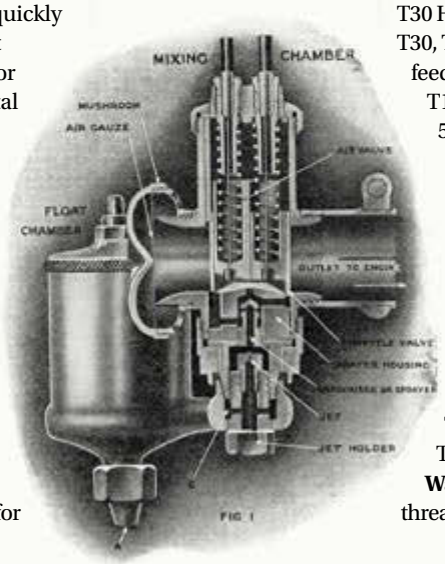
Other than some early development or limited production models AMAC carburettor design quickly settled to a form with separate mixing and float chambers. Variously there were options of top or bottom float chamber feed, vertical or horizontal mixing chambers and until the 1926 season there was no needle, which was then hung from the throttle slide.

For much of their main carburettor production life, AMAC offered both double lever and single lever instruments with respectively twin slides or just a throttle slide. While most double lever instruments had an air slide operating within the throttle slide, there were rarer alternatives, including the use of two D shaped slides working side by side.

The pre needle instruments had a single metering jet under a multi-hole sprayer with speed riders using the air slide to richen mixture for maximum power work.

"Amac launched a TT range in 1924."

Below: Type HYDM; section of horizontal double level carburettor with H type sprayer.



While the majority of AMAC carburettors were intended as either sports or touring models, they did launch a TT range in 1924 aimed at the high speed road rider or racer. Additionally they made small range of lightweight (tiny) carburettors.

These, again, were all slide instruments. Occasionally AMAC butterfly carburettors turn up at autojumbles – they're usually marine type instruments.

While detailing all AMAC carburettors would fill a small book, there is logic to codings which helps us veteran and vintage motorcycle enthusiasts when searching for instruments etc.

Taken from 1920 AMAC handbook
Y = vertical mixing chamber
Z = horizontal mixing chamber
D = double lever (twin slide)
S = single lever
Having set this form it was then complicated to:
Y = bottom feed float chamber
X = top feed float chamber
Some common models:
HS = baby model 1919 on
HYDM / HXDM = touring 1919 on,
M = air mushroom or cap
HXD / HYD = horizontal / vertical mixing chamber with air cleaner surrounding it 1919 on
HYSP / HXSP = sporting c1923 on
MYDM / MXDM = touring 1925 on
MYSP / MXSP = sporting 1925 on
T30, T25 & T15 PJY = bottom feed touring / PJX = top feed touring 1926 on
T30 HYNP / T30 HXNP = Two-stroke, 1926 on
T30, T25 & T15 MDY = bottom feed touring / MDX = top feed touring 1928
T10 MDY / MDX = bottom / top feed over 500cc sporting
T40 MSX = ultra lightweight
T25, T15 & T10 TT24. 25, 26 & 27 = Racing and year
O/D throttle valve sizes except selected racing:
T30 = ⅞in
T25 = 1in
T15 = 1 ⅛in
T10 = 1¼in
And confusingly TT throttle valve sizes:
T25 = 1 ⅛in
T15 = 1 ⅜in
T10 = 1 ⅛in
Warning: jets for early AMACs are 1BA, not ¼in thread as later used

End

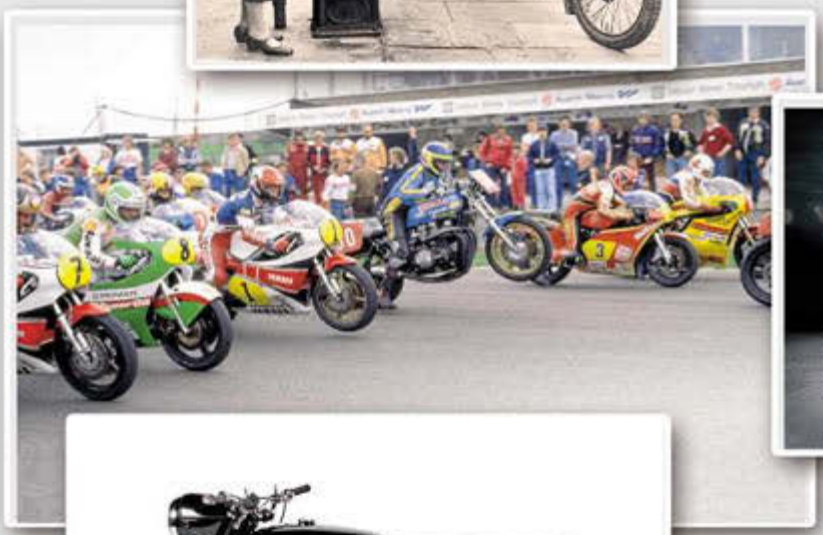
MORTONS ARCHIVE

over a century of motorcycle memories

Recapture those once in a lifetime moments of motorcycling history with images from Mortons' extensive archive of preserved photos - all professionally reproduced in stunning quality and delivered to your door.













To order action shots or nostalgic images for private or commercial usage, contact Jane Skayman on the contact details below.

Tel: 0044 (0) 1507 529423
Email: jskayman@mortons.co.uk
www.mortonsarchive.com

Quality Assured

FOUR-STROKE MOTORCYCLE DRY SUMP LUBRICATION

For centuries, friction between rubbing surfaces has been reduced by lubrication. Applying this knowledge over the last 130 years, four-stroke motorcycle designers have, apart from odd exceptions, employed one or more of four oiling systems: splash, total loss, wet sump and dry sump.

Words and photography: RICHARD ROSENTHAL

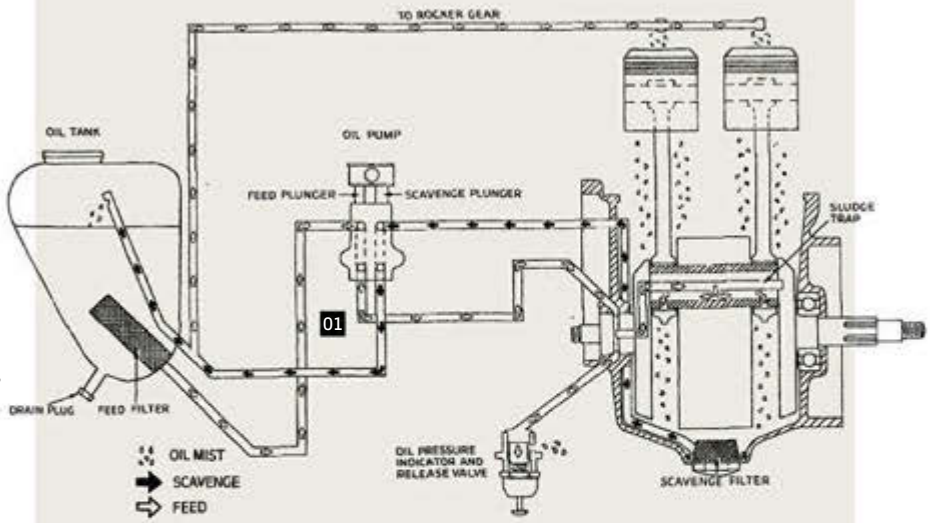
A sizeable number of recent You Were Asking column questions focused on the merits or otherwise of the dry sump lubrication systems found on many classic four-stroke motorcycles, thereby prompting this feature. Your thoughts ranged from admiration to 'why bother'? Here, we look at the four common lubrication systems for four-stroke motorcycles, with the main focus on dry sump.

Total loss

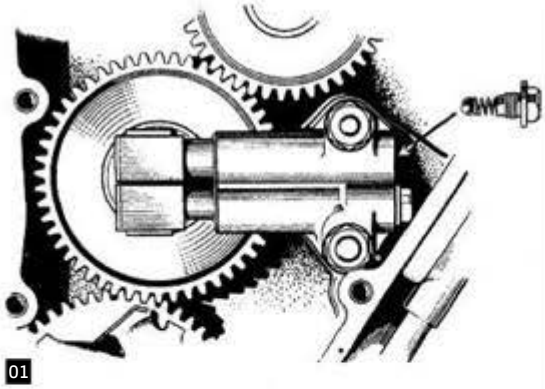
Oil is fed into an engine, which it lubricates and is then lost and/or burned. A rare system today, it was common during the pioneer days, through the vintage period and into the 1930s, after which it continued with specialist engines such as speedway units. By design, the vast majority of two-stroke engines employ total loss lubrication systems.

Often, early designers based their lubrication methods on existing steam engine systems, feeding oil into their engines at a controlled rate via sight glass lubricators. Oil is stored in the lubricator's reservoir and metered into the engine via an adjustable needle valve with a spring loaded device and lever. The needle valve often doubled as an on/off device. While the sight glass lubricators work well, they cannot take into account engine speed variances, except by rider adjustment, and need replenishing with oil at intervals, usually every 20 to 45 miles, dependent on drip rate and reservoir capacity.

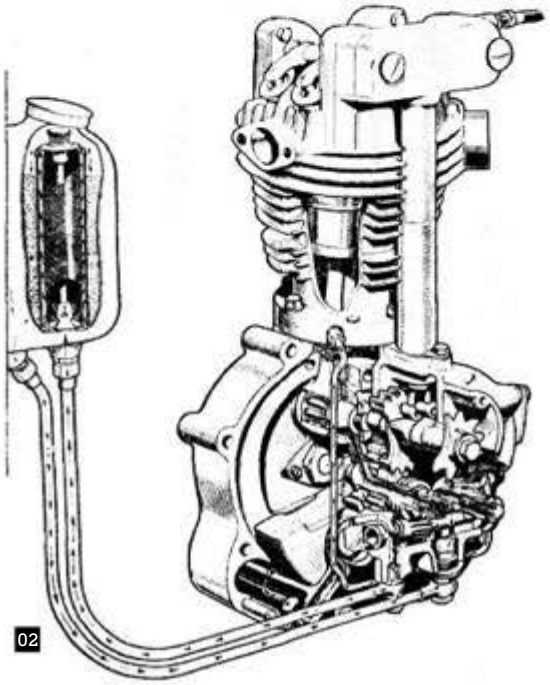
DRY SUMP OILING SYSTEM



Schematic sketch of the dry sump oiling system appropriate to many parallel twin-cylinder Triumphs. Notable is the pressure feed from the oil pump to drillings within the crankshaft and thence big ends, oil pressure indicator/pressure release valve, feed from scavenge return pipe to rocker gear and the two filters employed in this example. One filters oil drawn into the crankcase base scavenge pipe, while the tank filter is sited on feed side.



01



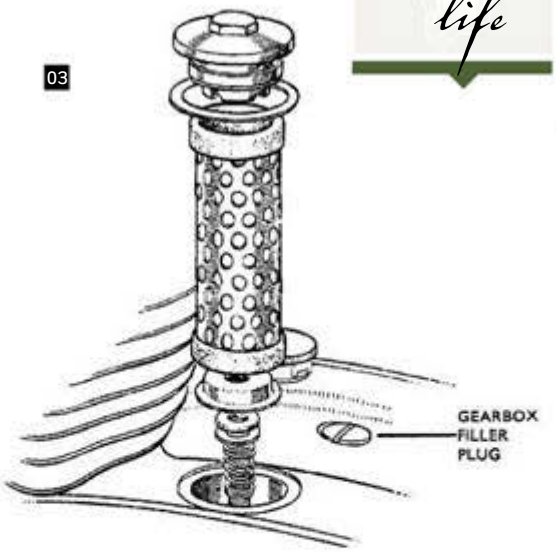
02

01
Sketch of Triumph double pump detailing the noticeably larger diameter plunger to the scavenge side of the pump and the one way (non return) scavenge side spring loaded ball valve. Plunger pumps of this type are found on a number of classic marques, and while some engineers consider the concept prone to more wear than gear type pumps due to being constantly coated in oil, they prove, in use, durable.

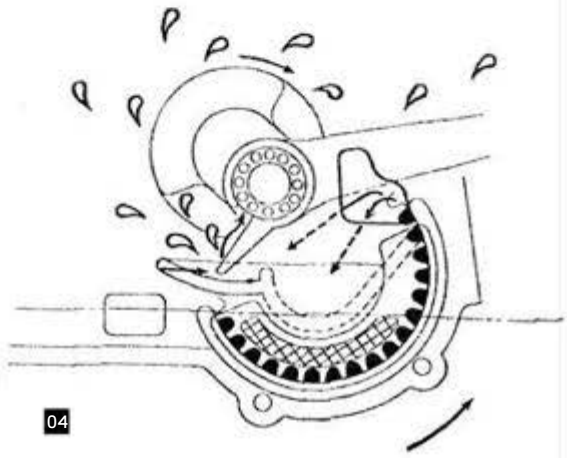
02
Dry sump systems employed by Rudge during the late 1920s to early 1930s. While the rocker gear is partially exposed and therefore lubricated with the grease gun, note the site oil feed to the rear of the cylinder barrel to ensure adequate lubrication to the cylinder, the side of the barrel which is starved to an extent of oil without this additional feed.

03
While makers often employed cleanable gauze oil filters, some, including Royal Enfield (250cc example here), on occasion installed felt oil filters. Factory recommendation was to clean the filter with petrol every 2000 miles and renew at 5000-mile intervals.

04
Splash lubrication is a primitive form of oiling, but is still used in some circumstances today.



03



04

The oil was usually delivered onto the engine's flywheel to be flung around the engine. The lubricant then drained to the base of the crankcase and, assuming the oil level was appropriate, was again picked up by the flywheels. During running, oil was 'lost,' hence the need to supply a regulated feed of oil.

Engineers then progressed the concept by incorporating sizeable oil tanks of a pint or more into the machines' design, perhaps as a compartment within the fuel tank or as a separate fitment. By means of the installed hand pumps riders squirted a volume of oil – usually between 15 and 45 miles – into the engine at intervals. It was perceived by some this approach would see even appropriately lubricated engines slightly over oiled after a charge of oil and slightly under oiled before the next charge was due, leading designers to develop the hand oil pump into a hand-operated adjustable dripper with sight glass/feed. Like the sight glass lubricator it dripped oil continually into the engine at the pre-adjusted rate. Usually, adjusters were within the rider's reach, enabling drip rate adjustment on the move.

Mindful of the need for more oil for speed work, makers began fitting two systems to their fast/racing machines (e.g. dripper and hand/foot operated pump), leaving the rider to decide at will when to add extra lubricant to the engine if being worked extra hard. Designers realised the need for an engine driven mechanical oil pump, which naturally delivered progressively more oil to the engine the faster it went.

Arguably, these instruments aren't oil pumps at all, rather metering devices, though that argument falls flat in some cases – for example the Pilgrim Pump, although as many claim, a metering device is able to lift oil from an under engine sump (unit construction New Imperials) and deliver it to the engine; an operation which arguably makes it a pump!

Splash

Another primitive form of oiling, which many consider became obsolete a century ago. However, it is still the oiling system of choice for some applications today. In operation, either the tips of the connecting rod under the big-end or a spoon-type protrusion dips into the oil in the sump and splashes it around the engine. Arguably, fool proof, so long as there is sufficient oil in the sump, but is only suitable for lower-speed engines (e.g. less than 4000rpm).

While some early motorcycle engines used splash systems – and even today some small four-stroke stationary engines use this system – it is mainly out of vogue. But Honda, for example, used in part the system to brilliant effect for their small single-cylinder four-stroke motorcycle engines. Oil is fed from the oil reservoir by the cam gear to the crankcase sump, where its picked up by the conrod 'spoon' and flicked to the crankcase bearings, cylinder and under the piston.

Dry Sump

Why bother?

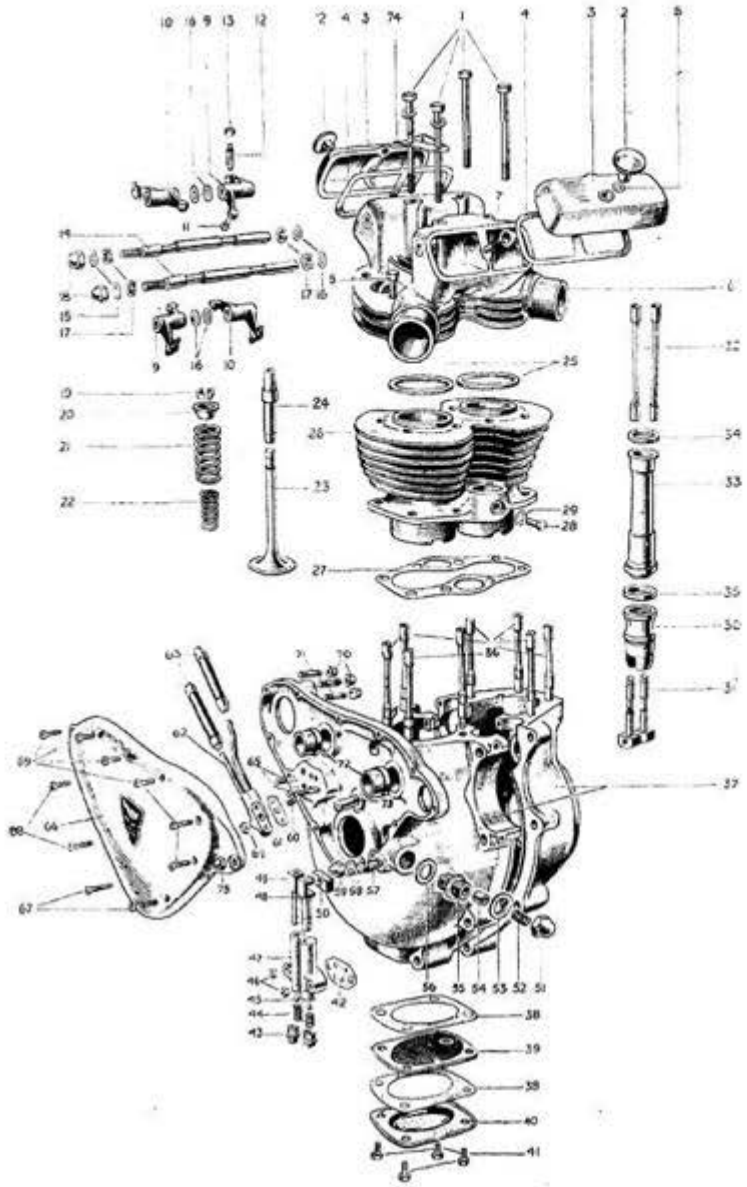
Oil serves two distinct major roles within the motorcycle engine – lubrication and cooling. It also serves partially and completely a number of secondary roles such as rust prevention and cleansing.

The appropriate supply of oil to engines ensures a generous oil film is continually maintained between the moving surfaces to in effect separate them. If the oil film is compromised the engine's moving parts will grind together, leading to wear, overheating and finally seizure.

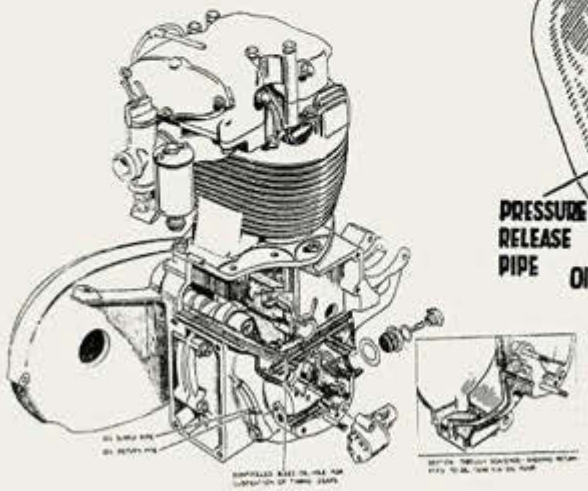
While the total loss and splash systems worked well with slower running engines, as engine speeds and performance rose more and more oil is required to maintain the oil films between the engines' moving parts. As described with the total loss section, motorcycle makers started incorporating a second manual oil pump. These were single-shot pumps delivering a volume of oil on each operation to the engine and were either as an auxiliary to the main hand oil pump or to the mechanical pump. While this extra oil lubricated the engine better under the total loss system, some at least of the oiling needed losing faster, causing engines to burn more oil and eject more overboard.

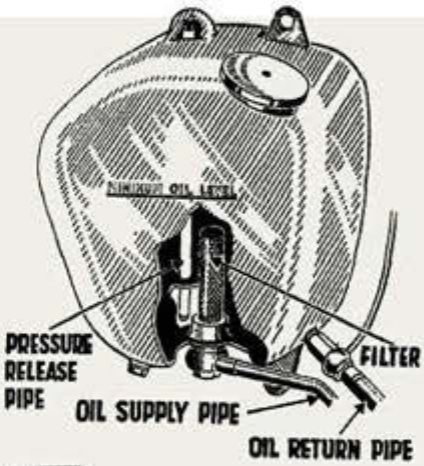
Look at race scene pictures of many later veteran and vintage IoM TT or Brooklands mounts with total loss oiling. One can imagine going up the mountain or around the Weybridge circuit on full chat, riders regularly pumping extra oil into their hard-pressed engine to maintain oil films and prevent seizure, and what didn't burn was flung out of engine bearings, tappet guides and the like all over the machine, and the road…

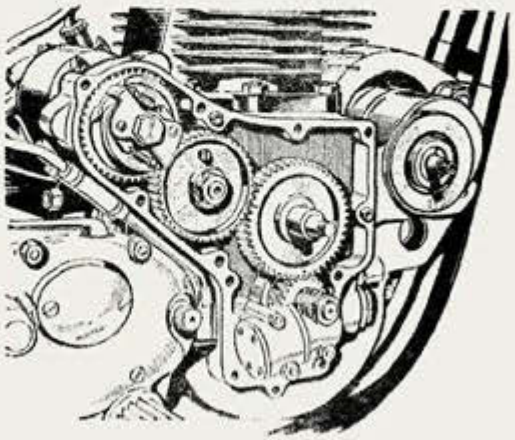
Oil can cool engines through two routes. The film of oil between the piston lands under the rings and the cylinder wall transmits heat directly from the piston to the cylinder barrel to be lost by air or water cooling. And oil going out of the engine or even into a sump takes heat away from the piston/s and cylinder/s. Arguably, oil ejected outboard of a total loss engine takes heat with it, but the heat loss by this method is negligible.



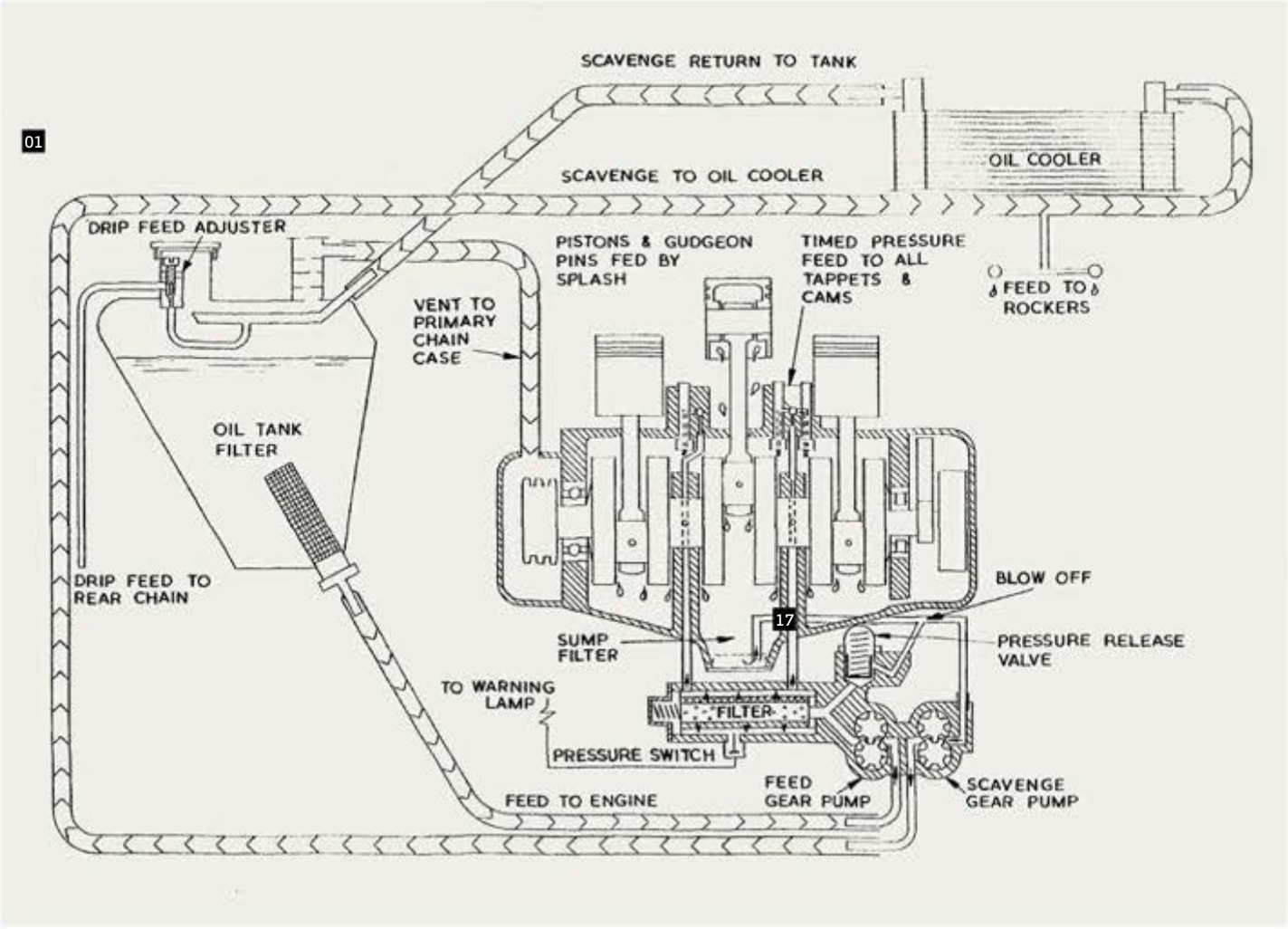
Exploded view of the Triumph 3T engine enabling us to site the discussed oil system components in relation to the entire engine. Items 43-49 compose the double oil pump, 60-63 make up the external oil pipe union/seals/pipes, 39 is the engine scavenge site oil filter gauze, feed to valve gear is by external pipework to rocker spindles (14), and thence the oil returns to the crankcases via the push rod tubes (33).







BSA, like Triumph, employed a scavenge site gauze filter but, unlike Triumph, the Small Heath maker favoured a gear oil pump – in effect two pairs of pinions, the narrower set to serve the feed and the wider set the scavenge role. Again, a tank filter is fitted to the feed site of the oil tank.



For a sizeable number of four-stroke motorcycle designers the solution was dry sump lubrication. While there may be many variations, if you like 'complications' of the dry sump lubrication system the basic scheme is simple. Oil from a separate tank is flooded under pressure to the engine's major moving parts and especially the big end/s, thrown around the engine internally, including under the piston/s, and returned to the oil tank by another pump.

As well as its lubrication role, the oil will absorb heat, some of which will dissipate en route to the oil tank and as it mixes with cooler oil within the tank. In turn, heat in the oil tank and associated pipe work will be air cooled as the machine travels – a process which greatly enhances heat dissipation from the engine.

Notes:

While we often think of oil tanks as steel structures secured to the machine's frame, with some models they are cast into the engines' alloy cases. To fulfill this dry sump role the crankcase is separate from the oil compartment, although in some cases oil will drain by gravity from the crankcase into the oil compartment. There is a grey area covering some designs where the oil compartment can be regarded as a separate oil tank or as a sump. Often engineers consider the oil reservoir a sump if it is part of the crankcase rather than a separate compartment, even if the crankcase and sump is separated by a plate.

Although the copy above has described the roles of two pumps – feed and scavenge - often the two pumps are as a single structure. The feed pump is sometimes known as the delivery pump and the return pump is often known as the scavenge pump. By design the scavenge side (or pump) has the capability to return oil to the oil tank at least twice the rate of the delivery side (or pump).

With some earlier designs both roles were designed to work at the same rate and if the feed is allowed to work at the same rate as the scavenge, by the law of sod the oil level raises in the crankcases at a surprising rate. I have a machine with such a double pump (feed and scavenge) – the solution is to control feed flow rate with a provided valve, and if one feels extra oil is needed when 'pasting it' an occasional squirt of extra oil into the engine by means of the handlebar lever and cable-operated squirt pump satisfies one's anxiety.

There have been and still are many pump designs (including vane) for motorcycle applications. The most common are the gear pumps where, often, meshing pairs of pinions move oil, or plunger pumps.

While we accept either a double pump (feed and scavenge) or a pair of single pumps serving feed and scavenge ,some machines often had/have more than two pumps – the pre-Second World War Royal Enfield 1140cc V-twin, for example, has four pumps.

Direction of running means most engines throw more oil to the front of the cylinder. If designers saw a need they added a feed to the back of the cylinder, too. However, with a few

01

Ever more complicated… The oiling system found on Triumph Tridents and BSA Rocket 3s. Design includes a Mini-type oil cooler and timed pressure feeds. Take this another stage forward to modern ohc machines to find additionally pressure feed to ohc gear for lubrication and under the pistons primarily for cooling.

02

Typical veteran/early vintage single-shot, hand-oil pump. In this case the pump is integral with the oil compartment of the fuel tank. To operate on the road, the hand pump plunger is raised and held open for a few seconds to draw oil into the pump, then the tap below the pump is manually opened and the pump depressed. Immediately the charge of oil is delivered to the engine the tap is shut – if not, the engine will suck oil from the oil compartment into the engine.



less than successful exceptions, designers applied the main feed to the big end's as these are the most stressed and under load bearing of an engine. Equally, many didn't feed oil to the main bearings as it was considered enough reached these as the oil was flung around the engine. Engineers, especially racing engineers, designed extra oiling to particular areas of the engine (such as under the pistons) to aid heat dissipation.

Although often makers initially focused on dry sump lower engine lubrication of ohv units, with the open valve gear relying on the grease gun, as valve gear became enclosed, oil was fed to the rockers. The feed was often taken as a spur from the engine's scavenge pump to oil tank return pipe, a system many regard as marginal.

Another downside of dry sump lubrication is their habit of 'wet sumping' (oil draining from tank to crankcase) on standing the machine over a period of time. In some cases, this may be weeks – and for other identical machines, months or even years. Many systems rely on non-return ball valves within the pump to stop oil draining from tank to crankcase via the oil pump. Occasional makers included one-way valves within the oil pipe, and since owners have fitted the same or oil taps, but there is always the fear of forgetting to turn the tap on before starting the engine…

Although dry sump lubrication is considered an idea first built into production motorcycles during the mid-to-late 1920s, there are instances of its application before the First World War.

Wet sump

Oil stored in the sump or oil pan at the base of the engine is pumped to the crankshaft (big end/s), piston base, valve gear and timing chest by mechanical pump, with return usually by gravity to the sump/oil pan. Although the concept dates from before the First World War, it is more common on modern and classic Japanese motorcycles. In true wet sump lubrication no splash is involved as the splash element is considered to sap engine power due to friction of spinning crankshafts in engine oil. Often makers installed a plate below the crankshaft to prevent any splash of oil directly onto the crankshaft.


01

01

Sight glass lubricator. The large chamber is charged with oil, which is enough for 20-45 miles, dependent on drip rate. The supply of oil to the engine is started with the small lever on top of the instrument, and the drip rate is watched through the small windows below the reservoir. The drip rate is adjustable, and is best done stationary.

02

A progression of the single-shot, hand-oil pump is this drip feed hand pump, which some call drippers. To charge, the spring-loaded plunger is depressed and held. Its return spring action forces oil through the pump's needle valve, which delivers oil into the site feed and then engine.

The plunger can be held in a down position with a small catch to stop oil flow and when the plunger has reached the end of its travel, the flow also stops.

03

With exceptions, most double mechanical pumps fall into two distinct types – gear and plunger. This is a double plunger pump found on many dry sump British and some Continental classic motorcycles. With this design, the plungers are operated indirectly by a block and peg, engineered to a rotating part of an engine, commonly a cam wheel. With this design, the single pump serves both feed and scavenge applications.

04

The example double pump dismantled. This design has one-way ball valves fitted to both the feed and scavenge sides of the pump and the pump is united with the machine's oiling system through holes appropriately machined to the reverse of the pump. The feed side moves oil at half or less of the rate of the scavenge side, simply engineered by the different diameter plungers. Maybe we've just been lucky.

This feature has looked briefly at oiling systems alone, but makers and owners have many additional requirements or considerations, such as filtration, cooling, cleanliness, oil choice, oil pressure, replacement high-rate pumps, and even factors such as oil pipe material choices. Many of these factors could be stand alone subjects. End


02


03


04





Trading place

Upload your **free** advert today – ***www.classicmotorcycle.co.uk***

The Classic MotorCycle IS THE **BEST** PLACE TO ADVERTISE YOUR CLASSIC BRITISH BIKES AND SPARES



All private adverts are FREE!

- Upload your advert at www.classicmotorcycle.co.uk
- Post the coupon below or fax to 01507 371064
- We cannot accept Reader Adverts over the phone

There is no other medium so effective as **The Classic MotorCycle's trading place** – so why not take advantage of them right now? Simply complete the form below and send it as soon as possible to: ***The Classic MotorCycle Trading Place, PO Box 99, Horncastle, Lincolnshire LN9 6LZ***

It is our policy at **The Classic MotorCycle** not to accept private adverts from traders. If, whilst looking for a bike in TCM, you experience a trader advertising as a private seller, please call us on 01507 529529 and we will take appropriate action.

Advertisements can be accepted on this form, photocopy, email or internet.

If you are a trader, give our advertising department a call on 01507 524004 for our latest display ad rates.

Terms and conditions for private advertisers

1. The advert copy provided by the customer must be legal, decent, honest and truthful and comply with the code of the Advertising Standards Authority (www.asa.org.uk). The Classic MotorCycle may amend the advertisement to ensure compliance with these requirements.
2. The Classic MotorCycle is not able to verify the truthfulness of any statements made by a customer in the advert copy. Accordingly, the customer will be responsible for any losses, expenses or other costs incurred by The Classic MotorCycle which are caused by an untrue statement made deliberately.
3. In order to meet its production and other editorial requirements, The Classic MotorCycle reserves the right to re-classify, edit the copy or alter the size or colouring of any advert.
4. Photo adverts are only available in the Trading Place section. We are happy to accept reader adverts for Autojumble, but these will appear without photographs.
5. Whilst every effort is made to include your free advert correctly, due to the large volume of adverts we receive, we are unable to take telephone calls should an error occur. You are welcome to resubmit your corrected advert for inclusion in the next available issue.
6. We can only accept one photograph per coupon.
7. Please enclose a stamped address envelope if you would like your photograph to be returned.

The Classic MotorCycle Reader Adverts

Make	Model	Price

On occasions Mortons Media Group, publisher of The Classic MotorCycle, shares selected information with its sister companies within the Mortons Group of Companies and with other reputable companies, who may contact you about products and services that may be of interest to you. If you DO NOT wish to have the details given here passed on, please tick this box ❑

Choose a section

☐ For sale ☐ Miscellaneous

☐ Wanted ☐ Picture enclosed

☐ Spares

Name:.....

Address:.....

.....

.....

Area/County:.....

Telephone:.....

*Not published

Email:.....

Signature:.....

I confirm that I am not a dealer

Date:.....

OFFICE USE ONLY MONTH CODE

Trading place

Sponsored by JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com

BOOK YOUR AD NOW! online www.classicmotorcycle.co.uk post/fax Fill in the coupon on page 101 email freeads@classicmotorcycle.co.uk



AJS 350cc, Model 8, 1961, restored in full, MoT Jan 2016, V5 present, gaskets, points etc to go with the bike. Tel. 07761 128349. Kent



AJS 350cc, 16MS, 1995, in good running order, original condition, matching engine & frame nos, original reg non transferable, £2750 Tel. 01209 314141. Cornwall



AJS 16MS 350cc, 1959, all matching numbers, paintwork, chrome, exhaust, Dunlop rims, seat, petrol tank, all in superb condition, as original throughout, £3500 Tel. 01775 714300. Lincs



AJS 250 STORMER this bike has been totally rebuilt to a high spec, never raced since rebuild, must be viewed to appreciate, £2300 ovno Tel. 07966 369604. West Midlands



AJS MODEL 14S black/chrome, 1960, very good original condition, good investment, real head turner, £2650 Tel. 07904 515502. Berks



AJS MODEL 31 1958, 650cc, fully restored, all receipts, vgc, G12 CSR, engine runs well, currently on Sorn, £4550 Tel. 01244 881509. Cheshire



AJS MODEL 8 350cc, 1961, new anal curb, top end rebuilt, new rims and spokes, £2995 Tel. 07538 285207. Worcs



ARIEL HUNTMASTER, 650cc, black, restored 2004, in regular use, not concours but upgraded to aid reliability, fitted bracketry to accept BMW panniers, £3500 Tel. Stan 01768 865583. Cumbria



ARIEL RED HUNTER 1937, 500cc, VMCC dated matching numbers, very original, runs very well, new MoT, old log book, £10,000 ono Tel. 07747 800671. Hants



BENELLI TORNADO 650S 1972, good condition, MoT July 2015, £5295 ovno Tel. Steven on 01535 676334; 07745 483876 after 14.30 hrs. West Yorks



BMW K100LT 1989, full touring spec, full luggage, tank bag, h/grips, low mileage 14,700 miles, vgc, well looked after, long MoT, £2695 ono p/x considered Tel. 01495 759234. Gwent



BMW K100RS 1990, ABS model, good condition, new tyres, panniers resprayed, MoT to Oct 2015, 62k miles, £1700 ono Tel. 07912 991529. Beds



BMW K75S Beautiful original condition, top of the range model, ABS, h/grips, panniers, taxed/MoT, always garaged, dry use only, ready to use, 26k miles, £2000 Tel. 01598 763275. Devon



BMW R100RS 1979, one owner from new, 33,279 miles, MoT but on Sorn, many extras & stainless steel parts, lead free conversion, £2850 Tel. 01213 532667. West Midlands



BMW R60/5 original classic reg, restored 2013, tested, new tyres, battery, engine overhaul, many new parts, (1973 model), with Rickman Polaris fairing, £4100 Tel. 01904 488253. North Yorks



BMW R80ST 1984, red, vgc with stainless exhaust, Hagon rear shock, heated grips and BMW panniers, £4295 Tel. 07798 866071. Middx



BSA B50T frame, B25 engine, Marzocchi yokes, CZ forks, Grimica hubs, alloy rims & new spokes, new tyres, B50 alloy tank, new Renthal bars, £3200 ovno Tel. 07966 369604.



BSA A65 Thunderbolt Black, 1968, Boyer ignition, stainless steel spokes, MoT, £3250 Tel. 07976 014128. Herts



BSA A10 Golden Flash, 1956, matching numbers, export model, fully rebuilt, p/x, early A7 rigid project/parts/vapour blaster, vgc, £5500 Tel. 07931 975223; 01384 358996. West Midlands



BSA A10 1958, dry stored 20 years, V5C, age related plate, needs work, £2500 Tel. 07842 881446. Northumberland



BSA A10 1957 RR, complete restored, new parts from front to rear, s/r engine, new piston, valve, SRM oil pump, US import. Tel. 00456 1685594; 00458 6855594. Denmark



BSA A10 THUNDERBOLT 1966, nice original low mileage bike, rebuilt engine, MoT, possible p/x early A7 rigid project, parts or vapour blaster, £3500 Tel. 07931 975223; 01384 358996.



BSA A65 1971, Firebird Scram, matching numbers, fully rebuilt, possible p/x early A7 Rigid project/parts/vapour blaster, vgc, £7250 Tel. 07931 975223. West Midlands



BSA A65 STAR 1964, everything stainless, ie rims, spokes, fittings, Boyer electronic ignition, MoT, £3500 Tel. 0113 2632888 work; 01977 663768 home. North Yorkshire



BSA B25 WDB40 350cc engine, 1970 Boyer, easy starter, no MoT, Sorn, new clutch, runs well A65 forks, older restoration, £2250 Tel. 07770 115727. Surrey



BSA B31 350cc, 1956, V5C, original reg, s/arm, £2950 consider swap for British Bike Tel. 07542 169543. Stoke on Trent



BSA B31-55 rebuilt 420cc conversion, green lane trim, lights, 12v, recon mag/clutch/gearbox, Goldie fittings, excellent ride, reliable, not yet run in, £3500 Tel. 07766 328594. West Mids



BSA B40 350 ex-mod registered, 1974, constructed 1967, complete with log book, sound runner, ready to ride, £2350 Tel. 01404 46570. Devon



BSA B40WD 1966, new MoT, Boyer ignition, road going gears, not concours, easy starter, £1800 Tel. 07714 190997. Lincs



BSA B50T Victor 500, 1971, has solid state regulator, Boyer ignition, new tyres, shocks, rear chain, original condition, runs & rides very well. Tel. Dave 01752 408297. Plymouth

Sponsored by
JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com

Bretti Brothers' Old Bikes


LEVIS M 2¼ 247cc, year 1923 £5600


LAMBRETTA 50cc De Luxe, year 1970 £1300

Bretti Brothers Old Bikes Selling Vintage Motorcycles, Corso Taranto, 1-10154 Torino, Italy. 0039 335 276597 / 6904663. info@brettibrothers.com
www.brettibrothers.com
We ship worldwide. Follow us on Facebook

NORTHANTS CLASSIC BIKE CENTRE
We have moved to 162 Wellingborough Rd, Rushden, Northants NN10 9SU
Tel: 01933 355525

2015 AJS new Modena scooter	£1295	1962 Norton 600 Dominator	£6295
1950 BSA C10 250	£3495	1972 Suzuki GT750K	£6995
1968 BSA A65 Outfit	£4995	1958 Triton	£8995
1976 Condor Ducati 350	£2995	1954 Triumph 500 TR5C Rep	£6695
1949 Douglas Mark 4	£3995	1967 Triumph Bantam Cub 200	£2795
1981 Honda 250 Super Dream	£1295	1978 Triumph T140 750	£3995
1982 Honda CB750 FB	£2250	1965 Triumph TR6 650	£6795
1954 Matchless G80S	£3995	1969 Triumph 250 Trophy	£2695
1949 Matchless 500	£3495	1960 Triumph 650 T110	£6995

www.northantsclassicbikes.co.uk
Viewing and Sales Tuesday to Saturday
British Bikes bought for cash or sold on commission

In association with CAROLE NASH 50th BIRTHDAY The care it deserves
THE 22nd CAROLE NASH EUROJUMBLE
September 4-5, 2015
Netley Marsh, near Southampton SO40 7GY
Gates open 9am
For more information and tickets: 01507 529529
classicbikeshows.com

Andy Tiernan
Est. 1972


1958 ARIEL VH 500cc.....£4500


1959 BSA Bantam D7 175cc.....£1250


1971 BSA B175 175cc.....£2000


1934 BSA B34-2 250cc.....£5000


1930 BSA Sloper 500cc.....£8150


1941 INDIAN 741B 500cc.....£15500


1987 NEVAL 602cc.....£1500


1948 NORTON 16H 490cc.....£5250



1960 NORTON Dommie Racer 500cc


1941 NORTON Big 4 633cc.....£14500


1931 SUNBEAM 9 500cc.....£9250



1966 VELOCETTE LE 192cc.....£2250

1938 AJS model 26 350cc in army trim	£5250
1926 AJS G2 v-twin 799cc gleaming machine	£20000
1929 AJS V-twin 1000cc shed discovery	£17000
1958 ARIEL VH 500cc in maroon	£4500
1951/52 BSA BANTAM D1 125cc choice of 2	£1750/£2150
1971 BSA B175 175cc last of the Bantams	£2000
1959/67 BSA Bantam D7 175cc choice of 2	£1250
1946 BSA C11 250cc tidy tele rigid	£3250
1934 BSA B34/2 250cc gorgeous!	£5000
1959 BSA B31 350cc alternator model	£3250
1927 BSA L27 350cc full of potential!	£9000
1930 BSA sloper 500cc handsome machine	£8150
1952 BSA A10 650cc Plunger Flash practical combination	£4500
1962 BSA A65 650cc handsome machine	£4750
1921 BSA A v-twin 770cc the legendary taxi bike	£15250
1938 DOUGLAS Aero 600cc ride or restore	£5500
1960/63 EXCELSIOR Consort 98cc, choice of 2	£1800/£2200
1950 EXCELSIOR Talisman 250cc, in blue	£2100
1939 FRANCIS BARNETT Cruiser 250cc handsome pre war stroker	£3500
1942 HARLEY DAVIDSON 45WLA 750cc, in civilian trim	£12000
1941 INDIAN 741B 500cc legendary war bike	£15500
1947 MATCHLESS G3L 350cc tele rigid	£4150
1920 MATCHLESS H2 1000cc outfit restorers dream	£14500
1987 NEVAL 602cc fitted 2CV engine	£1500
1948 NORTON 16H 490cc in desert sand	£5250
1950 NORTON ES2 490cc tidy tele plunger	£4850
1960 NORTON 500cc wideline Dommie racer for fine fettling	£5250
1941 NORTON Big 4 633cc driven wheel sidecar	£14500
1937 PANTHER 250cc the legendary Red Panther	£4500
1938 ROYAL ENFIELD J1 500cc interesting machine	£8000
1931 SUNBEAM Model 9 500cc stylish machine	£9250
1934 SUNBEAM Lion 600cc unfinished project	£5500
1934 TRIUMPH 2/5 250cc top of the range model	£5500
1964 TRIUMPH TRW 500cc smooth side valve twin	£5000
1925 TRIUMPH Model P 500cc smart machine with local history	£8000
1920 TRIUMPH H 550cc mellow machine	£7750
1933 VELOCETTE GTP 250cc, fabulous 2 stroke	£4250
1936 VELOCETTE KSS 350cc OHC smart pre war cammy	£12250
1952 VELOCETTE MAC 350cc lovely tele rigid	£5000
1963 VELOCETTE KSS Special 350cc smart cammy	£9850
1914 WALL AUTOWHEEL 118cc on ladies BSA bicycle	£2850

FOR CURRENT STOCK PLUS LOADS OF INFO SEE OUR WEBSITE
www.andybuysbikes.com
GOOD PRICES PAID. IMMEDIATE DECISIONS. NO MESSING
TEL: Andy or Jo (01728) 724321
Old Railway Station, Station Road, Framlingham, Woodbridge, Suffolk IP13 9EE. Mobile 07802 896114
email: andybuysbikes@aol.com

Trading place

Sponsored by JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com

BOOK YOUR AD NOW! online www.classicmotorcycle.co.uk post/fax Fill in the coupon on page 101 email freeads@classicmotorcycle.co.uk



BSA BANTAM D14/4 Dry stored many years, decommissioned, new tyres and battery, new engine seals and fork seals, new test and tax, ready to ride, £1350 ono Tel. 01670 717401. Northumberland



BSA BUSHMAN genuine Bushman, dating cert, matching numbers, restored, new wheel rims tyres etc, reg off road, many new parts, £2500 Tel. 01626 772219. Devon



BSA C12 1957, rebuilt everything better than new, lovely machine, £2500. Triumph Tiger Cub, runs well, everything works, ride or restore, £1650. Tel. 01535 611181. West Yorkshire



BSA D3 1954, 125cc, great little bike for shows, rides well must be seen and heard to be appreciated. Tel. 01670 351753. Northumberland



BSA ROCKET GOLD STAR 1962, Clubmans trim, genuine RGS, very nice older restoration, only 760 miles since MoT to July 2015, currently Sorned, £17,500 Tel. 07770 378846. Berks



BSA S29 500SV 1929, nice usable condition, restored some years back, a pleasure to ride, recent new tyres, seat cover and tank, knee rubbers, £4300 Tel. 07702 136856. Mid Glam



BSA SPORTS STAR C15, 1965, vgc, low mileage, 11 months MoT, much money spent, £1750 ono Tel. 01386 871857; 07517 473661. Worcestershire



BSA SUPER ROCKET 1960, totally restored, 2020 miles, matching numbers, original registration & log book, owned for last 9 years, vgc, £8500 ovno Tel. 01636 822302. Notts



BSA VICTOR Special matching numbers, great little bike, no MoT, but everything works as it should, £3000 ono Tel. 07902 027474. Southampton



BULTACO 350 SHERPA 199 model, 1978, V5, refurbished, p/coated cycle parts, alloy bash plate, new guards, shocks, chain & sprockets, f/tyre, £2150 may p/x Tel. 01328 700711. Norfolk



DUCATI 200 ELITE 1960, N Ireland show winner, new exhaust, concave Cibie, Electrex 12v kit, Ultrasonised carb, much stainless and pristine chrome, £7000 Tel. 07788 442155. Avon



FOLDING CYCLE electric, suitable paddock bike, brand new batteries cost £80, vgc, £125 ono Tel. 01273 812101. Sussex



FRANCIS-BARNETT Falcon 81, 1958, 197cc, Villiers engine, recent restoration, ready to ride or show, original buff log book, non transferable reg, £1750 ono Tel. 01209 314141. Cornwall



FRANCIS-BARNETT Plover, 1960, 150cc AMC model, good condition, reliable, used regularly on VMCC runs, some spares, £1300 ono Tel. Claire or Nick 07772 151668. Birmingham



GREEVES GRIFFON QUB 380 twinport scrambler, stunning example, lots of work done. Tel. John 01406 550579. Lincs



HARLEY-DAVIDSON Sportster 1200cc, 1996, 10k miles, lovely condition and running beautifully, MoT Jan 2016, £3500 ono Tel. 01209 314141. Cornwall



HARLEY-DAVIDSON FXRS 1993, convertible Low Rider, Stage 1 tuned, Screaming Eagle carburettor and mufflers, orig QD Flexane screen, 24k, vgc, £7500 ono Tel. 01634 221885. Kent



HONDA 250cc Superdream, 1982, also 400cc, Superdream, 1982, £1500 each or exchange classic or why? cash paid. Tel. 01905 21667 anytime. Worcestershire



HONDA CB72 DREAM 250cc, 1968 Classic Motorcycle, running, MoT, plenty of work done over the past 2-3 years, very nice bike, runs well, £3250 Tel. Chris 07411 454932. Lincs



HONDA CBR600FH vgc, new tyres, fork seals and MoT, reg 52,000 miles, runs and rides very well, nice standard bike. Tel. 07443 434831. Norfolk



HONDA DAX 70 immaculate condition, 4300 miles, 1973 reg, all original parts, dry storage, must be seen, £1500 ono; p/x or swap considered Tel. 07971 967031. West Sussex/Hants



HONDA VFR NC24 400cc, 1997, (1987 import), 18,000 miles, in Red Bull colours, single sided swinging arm, nice bike, bargain, £695 ono Tel. 01495 759234. Gwent



HONDA VFR800 2003, 11,000 miles, condition to match, new battery & new Pilot two tyres, full MoT, £2750 Tel. 07778 666996. Bath



HONDA XL500SB 1980, MoT, Sorn, new steering head & s/arm bearings, fork seals, f/sprocket, seat cover, frame p/coated, good condition, 18,870 miles, £1350 Tel. 07570 110003. Derbys



JAVELIN SPORT single seat side car, in good condition, some fittings, new screen fitted, phone for more info, £375 Tel. Alan 07946 485404.



KAWASAKI GT750 1996, 24,596 miles, Nonfango panniers & top box, handlebar fairing, vgc, will MoT for buyer, 1995, £1995 Tel. 07736 919000. Northamptonshire



KAWASAKI KZ1000P 1990, great fun bike to ride, just had new battery, clutch, service, chain & sprockets, good working order, MoT, £2900 ono Tel. 07929 198621. Devon



MATCHLESS G3L 1960, 350cc, vgc, matching numbers, some known history, converted to magneto ignition, £2950 Tel. Colin 01772 635161. Lancs



MORGAN GRAND PRIX 1922, Mag V-twin, two speed, original registration, spare fully reconditioned Mag engine with original Claudel carb. Tel. Jerry 07931 466650.



MORINI 350 SPORT 1976, genuine UK market Sport, 22,000 miles, years MoT, wire wheels, Borrani flanged rims, £3400 Tel. 07788 442155. Avon

CLASSIC MOTORCYCLES LTD

Invest In Recession Proof Classic British Bikes

TRIUMPH CORNER


TRIUMPH 21, 1960, 350cc.....£3500


TRIUMPH T120 Bonneville 1970 650cc, Matching Nos....£11,999


TRIUMPH Thunderbird, 1981, 649cc, one of only 300...£5999


TRIUMPH Tiger T110, 1958, 650cc.....£7999


TRIUMPH Thunderbird, 1961, 650cc, TR6 LOOKALIKE...£6250


TRIUMPH T100, 500cc, 1954.....£8500


TRIUMPH T100SS 500cc 1967.....£4999


TRIUMPH T100R DAYTONA 500cc, 1971.....£4500


TRIUMPH TR6R TROPHY, 650cc, 1970, matching Nos, stunning paintwork.....£7500


FRANCIS BARNETT, 250cc, 1962.....£1850


AJS MODEL 14, 1963, 250cc.....£1999


ARIEL Leader, 1958, 250cc.....£3250


BSA BANTAM D3 1951, 148cc.....£2395


BSA BANTAM, 125cc, 1958.....£2250

BANTAM D14
1968, 175cc, stunning new blue paintwork
£2750


BSA C15, 250cc, 1961..£1999


BSA A7SS, 1959, 500cc.£5999


BSA A7SS, 1959, 500cc..£7999


BSA B40, 1964, 343cc. .£2750


BENELLI 500LS 492cc, 1977, 4 cylinder.....£3999


BIRMINGHAM SCOTT Flying Squirrel, 600cc, 1960...£9999


EXCELSIOR Talisman Twin TT1/11 248cc 1951.....£3999


GREEVES 25DB 1960 250cc for restoration.....£2350


GREEVES East Coaster 25DC 4T 1965 250cc ex works.£3999


HARLEY DAVIDSON 883 Sportster 1995.....£4999

BSA GOLDSTARS


BSA Rocket Goldstar, 1963, 646cc.....£21,000


BSA Gold Star DBD34, 500cc, 1959.....£19,999


BSA DBD34 Gold star 499cc 1956.....£18,999


BSA Gold Star DB32 Matching Factory Nos.....£14,999


BSA DBD34 GOLD STAR, 1959, 500cc.....£17,500


BSA GOLD STAR 1958 500cc original reg.....£POA


BSA ROCKET Gold star 650cc 1962.....£24,999

MOTORCYCLES & PROJECTS WANTED TO BUY FOR STOCK - BASKET CASES TO CONCOURS - COLLECTION ANYWHERE


HONDA CB72, 305cc, 1965, for restoration.....£3250


HONDA CB250 Nighthawk 234cc, 1955.....£1499


HONDA CL350, 1971.....£3999


HONDA C110 SUPER CUB 50, 1963, 49cc.....£1495


HONDA Z50A K2, 1971..£2750

GIRDER FORK


BSA BLUE STAR Sports Special 1936, 350cc.....£9999


BSA MODEL G14 1933 986cc ORIGINAL REG.....£24,995


HUMBER for Restoration.....£3999


SUNBEAM Model 9A, 1937, 599cc, original reg....£10,500

HONDA GOLDWING GL1500, 1991.....£4999

HUSQVARNA 390 Automatic, 384cc.....£4999

JAMES CAPTAIN, 197cc, 1957.....£1350

MATCHLESS G80, 1962, 500cc.....£3250

MATCHLESS G2 1960, 250cc, needs finishing.....£1495

MONTESA Cappra, 250VB, 1978.....£4999

MOTOBI 250cc Racer.....£3250

MOTO GUZZI V35 IMOLA II.....£2750

MONTESA 360H Enduro, 349cc, 1978.....£3500

NORTON Model 50 350cc, 1958 & 1959 choice from.....£4500

NSU MAX 250cc, transferrable max reg no, 1955.....£3250

ROYAL ENFIELD 250cc, 1964...£2650

VICTORIA Vicky 117 1964, 49cc.....£895

VINCENT COMET SERIES C, 1950, 499cc, ride & restore.....£14,999

PLEASE SEE EBAY SELLER ID 'CLASSIC-MOTORCYCLES-LTD' FOR MORE DETAILED PHOTOS AND VIDEOS

YAMAHA TY175, 1976, matching numbers.....£2250

VELOCETTE CLASSICS

VELOCETTE Thruxton, 499cc, 1967..£24,999

VELOCETTE VENOM Sports, 500cc, 1962, orig reg...£6850

VELOCETTE Venom, 1957, 498cc.....£7999

VELOCETTE VENOM Special 1960 500cc, orig reg..£12,500

VELOCETTE Venom Clubman, 1963, 500cc.....£10,999

VELOCETTE Venom 1960, 500cc.....SOLD

VELOCETTE LE, 192cc, 1956.....£1750

VELOCETTE Thruxton, 1966, 500cc.....£24,999

Tel: 01928 788500 MOB: 07979 852000 ASK FOR LAWRENCE

PO BOX 1, NORTHWICH, CHESHIRE CW8 2RD • email: classicbikes1@yahoo.co.uk

VISITORS WELCOME WEEKDAYS 9am-5.30pm BUT PLEASE RING FIRST FOR DIRECTIONS

DOOR TO DOOR DELIVERY AVAILABLE THROUGHOUT UK & EUROPE. WORLD-WIDE SHIPPING CAN BE ARRANGED

Trading place

Sponsored by JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com

BOOK YOUR AD NOW! online www.classicmotorcycle.co.uk post/fax Fill in the coupon on page 101 email freeads@classicmotorcycle.co.uk



MOTO GUZZI NTX 750, 1986, Guzzi's first adventure bike, only 31,000km, runs beautifully, Marzocchi, Brembo, Akront, £2500 Tel. 07967 154571. Herts



MOTO GUZZI V7 classic, 2008, 14,000 miles, screen, rack, crash bars, centre stand, Givi luggage, vgc, £3750 Tel. 01643 862322. Somerset



MOTO GUZZI T3 new seat, exhaust, stainless wire wheels, alloy rims, completely standard, vgc, 1978, totally reliable, £3250 Tel. 01923 519314; 07477 985072. Herts



NORTON COMMANDO 750cc Interstate, 1972, black, excellent condition, £6450 ono Tel. 01737 642075. Surrey



NORTON COMMANDO 850 Mk 3 Hi-rider, vgc, good starter, good runner, one of the best Commando's you'll see, viewings welcomed, £8650 Tel. 07713 636352 for more info. Worcs



NORTON DOMI 99 Grimeca front brake, alloy yokes, alloy s/arm, new carb, 12v electrics, MoT, rebuilt eng/gear or original Norton wheels, £5600 Tel. 07505 602257. North East Lincs



NORTON DOMINATOR 99 1960, matching engine and frame numbers, not concours but good sound running order, ride or restore, £5000 Tel. 01225 763919; 07906 444461. Wilts



NORTON ES2 500cc, single, rare now with matching numbers, very original condition, easy starter, ride every day or bring to show standard, £4600 Tel. 07905 774714. East Yorks



PANTHER M100 1953, not run for five years, no logbook, needs primary chain housing gasket, £3900 ono Tel. 01162 595046; mobile 07927 406668. Leics



PEUGEOT VOX 110cc, 72 miles only, 64 plate, similar to Honda Cub, 200mpg ideal commuter. Tel. 01942 713990. Lancs



RELIANT TRIKE 1978, little used, MoT Nov, recent brakes, alternator, battery, fuel lines etc, tow bar fitted, needs little tlc, £2950 Tel. 01691 828744. Shropshire



ROYAL ENFIELD Continental (not GT), 1964, 250cc, first factory built Cafe Racer,4 speed box, good condition, £3900 ono Tel. Tim 07801 722747. Kent



ROYAL ENFIELD 1961, excellent condition, £2550 Tel. 01923 461289. Hertfordshire



ROYAL ENFIELD vgc, it runs well, Boyer ignition, no MoT, looking to p/x + cash for Triumph T140 or 650 Triumph, runner or non-runner considered, no basket case. Tel. 01686 420467. Powys



ROYAL ENFIELD Clipper 250cc, 1965 but first reg 1967, lightly rebuilt three years ago, MoT till March 2016, £1150 ono Tel. Richard 07856 059610. Leics



ROYAL ENFIELD Bullet Electra X, 04, good condition for age, new rear tyre, new battery, MoT to June, very economical, 14,000 miles, £1700 Tel. 01228 528483; 07796 814489. Cumbria



ROYAL ENFIELD Super Meteor, 1959, 700cc, free tax, MoT August 2015, owned ten years, good mechanical but oily rag, reliable running condition, £3250 Tel. 01235 553574. Oxfordshire



ROYAL ENFIELD BULLET 350 2007 with Watsonian GP Manx sidecar, vgc, £4000 Tel. 01903 872789. West Sussex



SUZUKI 120cc, 1977, mechanically excellent, engine & gearbox rebuilt recently, full MoT, needs cosmetic makeover or use as is, £500 Tel. 01692 406075. Norfolk



SUZUKI BANDIT 1200, 1999, 25,000 miles, good tyres, 12 mths MoT, two keys, new hugger, new plugs, oil & chrome oil filter, new wide bars fitted. Tel. 07475 746569. West Yorkshire



SUZUKI TC200 original in vgc, needs light recommission, low miles, matching numbers, really needs leaving as is, ring for info, £3000 Tel. 01723 639049. North Yorks



TRIBSA 500 SCRAMBLER Duplex frame, Goldie wheels, gearbox, chain cases, T100, close finned all alloy engine, £4250 Tel. 01763 272339; 07905 184644. Royston, Herts



TRIUMPH 250 Trophy Trials bike, one off frame, alloy rims, new tyres, new alloy tank, new Renthal bars, seat, chain & sprockets, electronic ignition, £3500 ovno Tel. 07966 369604.



TRIUMPH 5T from 1955 with T100 alloy engine starts perfect, gears in smooth, location Germany, £7300 Tel. 0049 30 3658793. Germany



TRIUMPH 6T 1962, Bonneville colours, twin carbs, nine stud head, full engine rebuild slick shift box, duplex frame alloy wheels twin leading front brake, £5950 ono Tel. 07817 888836. Derby



TRIUMPH BONNEVILLE T140D, 1979, US spec, 39,000, vgc, £4250 Tel. 01162 434063; 07896 640126. Leics



TRIUMPH BONNEVILLE T120R, 1967, matching numbers, 750 Morgo conversion, complete nut & bolt rebuild, SRM head & crank assembly, vgc, £8750 Tel. 07887 532507. East Essex



TRIUMPH BONNEVILLE T120, 1964, matching numbers, just finished complete restoration, lots of stainless, new MoT, £6750 Tel. 01132 812369; 07963 555381. West Yorkshire



TRIUMPH BONNEVILLE T120 1970, matching numbers, original spec, recent rebuild, very nice condition, £8000 ono Tel. 07754 867979. East Sussex



TRIUMPH BONNEVILLE T140 1977, 750cc, genuine 5000 miles on the clock, vgc, was on display in Suzuki car showroom, runs lovely, UK model, £5500 Tel. Dave 07769 221376. Hampshire

Sponsored by
JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com

Jacksons of Knebworth

Sales, Service & Repairs of all classic, vintage & veteran motorcycles



ROYAL ENFIELD SPECIALIST

BIKES FOR SALE

AJS 350, 1962, very good condition.....£2495
BSA BANTAM D7 175cc 1965 restored very nice.....SOLD £1795
EXCELSIOR TALISMAN TWIN, 1955, first class restoration to a very high standard.....£3995
JAMES 197, 1960, very clean.....£1495
MATCHLESS 250, 1960, in excellent condition.....£2995
ROYAL ENFIELD 350 Trials.....SOLD £1995
ROYAL ENFIELD 500 2007, 2000 miles only, 4 speed black.....£2495
ROYAL ENFIELD 500 2005, 2000 miles only, 4 speed electric start, silver, extras fitted, call for details.....£2795
TRIUMPH Model H, 1919, 550cc. Older restoration but uns...SOLD...ce POA
FULLY RESTORED WICKER SIDECAR complete with fittings, to suit veteran/vintage motorcycle.....£2995

ARRIVING SOON

ROYAL ENFIELD Model 65 2004, 5 speed in red POA
SCOTT SPECIAL, 1956, Birmingham model, 600cc POA

MISCELLANEOUS

ATCO 1920's Lawnmower with Villiers 2 stroke engine, complete and original.....£295

Top price paid for your classic, vintage or veteran motorcycle

124 LONDON ROAD, KNEBWORTH, HERTS SG3 6EY
01438 812928 • harvey-jackson@btconnect.com

Vintage & Veteran

The Friendly Motorcycle People



1918 New Imperial V-Twin £19,995



1920 New Hudson, concours £11,500

1929 Douglas 600cc.....£9000
1923 Raleigh Barn Find.....£7250
1934 Velocette KSS MkI.....£14,995
1907 Griffon Legere.....Under Offer
1918 New Imperial V-Twin.....£19,995
1934 Norton ES2/Inter.....£21,000
1913 BSA 3.1/2HP.....£25,000
1920 New Hudson - superb.....£11,500
1920 Triumph H outfit.....£15,995
1932 Rudge Special.....£12,500
1916 Rudge Multi WD.....£16,500
1946 Ariel Square Four project.....£5995
1947 Ariel Square Four.....£14,995 ono
1913 Triumph 3 speed.....£14,995

Please see our website for more photos and more bikes

We also supply ball & roller bearings for older vehicles and classic oil & lubricants

www.vinandvet.com 01283 509562

ONLY £8.25

The Classic MOTORCYCLE

Binders

- Stylish, burgundy magazine binder
- Holds 12 issues safely
- *The Classic MotorCycle* logo



Keep your prized copies all in one place...

www.classicmagazines.co.uk/tcmbinder

Trading place

Sponsored by JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com

BOOK YOUR AD NOW! online www.classicmotorcycle.co.uk post/fax Fill in the coupon on page 101 email freeads@classicmotorcycle.co.uk



TRIUMPH CUB 1960, eight months MoT, just fully serviced, new back tyre, £2000 Tel. 07545 227140. London



TRIUMPH SPRINT ST955i, 2002/01 reg, 15,000 miles, MoT Sept, top box & heated grips, vgc, £1995 Tel. 01162 862597. Leics



TRIUMPH T100 Bonneville, 2006, 865cc, like new, only 6061 miles, chrome guard/carrier, Hagon suspension, loud pipes, original parts inc, £4250 ono Tel. 01485 529109. Norfolk



TRIUMPH T100 Daytona, 500cc, 1968 with stronger 1972 engine, vgc, good runner & starter, sensible mods, MoT, £4500 Tel. 07718 714722. London



TRIUMPH T120R Bonneville Olympic Flame matching nos full refurb only 600 miles, 1969, £7200 ono Tel. Mike 07749 227642. Cheshire



TRIUMPH T140 Bonneville, Silver Jubilee, one previous owner, 2000 miles from new, all MoTs & certificate of authenticity, £6995 may consider p/x Tel. 07801 923501.



TRIUMPH T160 Hyde 1000, 1977, concours restoration, one previous owner, matching numbers, Hyde seat, 12in disc, £9500 Tel. 01357 522530. Lanarks



TRIUMPH T3 Sprint 900, 30,000 miles, first reg Aug 07, comes with new airbox, ready to fit + 3 new plugs, £1800 ovno Tel. 01764 663480, mob 07887 564753. Perthshire



TRIUMPH THUNDERBIRD 650cc, 1982, rare original bike, fully rebuilt & restored, MoT, good starter & runner, reducing collection, £4000 Tel. 07944 174497. Essex



TRIUMPH THUNDERBIRD 1959, 650cc twin, in concours condition under 2000 miles since fully restored to original, £7500 Tel. 01494 672004. Bucks



TRIUMPH TIGER 110 1959, dynamically balanced head, rebuilt engine, refurbished Boni cams rebuilt magneto, new tyres Q/D back wheel. Tel. 01424 272986; 07572 829529. East Sussex



TRIUMPH TIGER 90 5000 miles since total restoration matching nos, a real head turner, sensible upgrades, £5000 firm Tel. 01752 843990.



TRIUMPH TIGER CUB not quite original, but up & running, nice easy project to finish, poss p/x, early A7 rigid project/parts or vapour blaster, £1500 Tel. 07931 975223; 01384 358996.



TRIUMPH TIGER CUB T20T, 1960, as featured in CBG, rarest Tiger Cub, low mileage, mint, matching numbers, V5C, vgc, £6995 Tel. 01743 891889; 07887 917466. Shropshire



TRIUMPH TIGER CUB runs well, everything works, 1958 ride or restore, £1650, wanted single seat sports sidecar cash waiting. Tel. 01535 611181. West Yorks



TRIUMPH TR6 SS 1964, mint condition, large history file, p/x taken, thousands spent, also Atlas spares. £6950 ono Tel. 07443 642408; 01133 910028. West Yorks



TRIUMPH TRIDENT T150V, 1974, rebuilt throughout matching nos, V5, Sorn, stainless spokes, new rims, tyres, Dayton Megas, offers around £5600 Tel. 07400 045500. Derby



TRIUMPH TROPHY 1992, MoT Sorn, 25,000, immobiliser, panniers, tank bag and cover, always garaged, toolkit, handbook, manual, vgc, £1250 ono Tel. 01242 529402. Gloucs



TRIUMPH TROPHY 1200, one owner, full history, heated grips, coded top box, other extras fitted 2001, 13,500 miles, mint condition, £3000 no offers Tel. 01502 539825. Suffolk



TRIUMPH TROPHY TR6SS, 1964, immaculate condition throughout, sweet engine, many new parts fitted, sought after bike, £7100 ono, p/x welcome Tel. 07443 642408. West Yorks



TRIUMPH TROPHY TR6 1970, 1000 miles since professional restoration costing over £18,000, incl £4K+ on parts, matching numbers, Bowyer ignition, £9500 firm Tel. 01206 843368. Essex



VINCENT COMET 1950, good condition, £17,000 Tel. 01270 662186. Cheshire



VELOCETTE MAC 350cc, 1953, first swinging arm, excellent condition, dynamo, regulator overhauled, good tyres, brakes, owned seven years, £4850 ono Tel. 01273 812101. Sussex



VELOCETTE VIPER 1958, original reg, buff log book, new seat, carb needs recommission, ring for details, £4950 Tel. 01723 639049. North Yorks



VELOCETTE VIPER 350, 1958, vgc, recon manual mag, new carb, alloy rims, rear sets, lots of history, £5950 Tel. 01923 519314; 07477 985072. Herts



YAMAHA FS1E 1977, pedal type, in space blue, fully restored to a beautiful show winning condition, £4000 ono Tel. Colin 07971 056345. Clwyd



YAMAHA MAXIM XJ750J, 1981, great condition, a real classic street bike, £1250 Tel. 01963 250642. Dorset



YAMAHA RS200 1980, 18,500 miles, MoT/licence Oct, all original and good condition, vg Michelins, £750 Tel. 01209 214457. Cornwall



YAMAHA VIRAGO 700 1984, 11k miles, screen, King & Queen tank, done exhaust unit,needs minor fettling, best cash in hand over, £500 Tel. 07831 946116. West Glam



YAMAHA XS750E 1978, receipts for all parts used, good condition, recommissioned after long lay-up, will MoT for buyer, £1195 ovno Tel. Steven 01535 676334; 07745 483876 after 14.30 hrs. W Yorks

Sponsored by
JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com

AUTO TRIM

SEAT TRIMMING SERVICE
FROM FITTING COVERS TO TOTAL CUSTOM WORK
Bespoke Works
bike@bespokework.co.uk
www.bespokework.co.uk
07827 450313
"Drop off/Pick up" at
www.thescootercafe.co.uk/
at Reading or Maidenhead

BOOKS

Pooks Books
BUY, SELL, SWAP
Books, Brochures, Mags, Manuals
Shop at Fowke St, Rothley, Leics
TEL: 0116 237 6222
0116 237 6661
FAX: 0116 237 6491
pooks.motorbooks@virgin.net

PARTS, SPARES & SERVICES
Ad booking deadline for the July issue is Monday 18 May Give Leon a call on 01507 529413

BRAKE SHOES & CLUTCH PLATES

Don't Slip it - Grip it
Brake Shoes & Clutch Plates professionally re-lined with top quality
NON-ASBESTOS
materials for veteran, road and competition use.
Oversize linings if required.
Alloy brake shoe casting.
All makes and models catered for at competitive prices.
UK collection and delivery.
SAFTEK
1 Rawfolds Ind Est
Bradford Road, Cleckheaton
West Yorks BD19 5LT
01274 862666
Web site www.saftek.co.uk
Email sales@saftek.co.uk

NUTS AND BOLTS

Custom Fasteners LTD
Established 1977
We stock a huge range of nuts, bolts, washers & screws in:
CHROME STAINLESS STEEL
Metric, Metric Fine, UNF, UNC, BA, BSF, WHIT & Cycle threads available
Order Online at:
www.custom-fasteners.co.uk
Email:info@custom-fasteners.co.uk

CARBURETTORS

CC's GUILDFORD SURREY
ULTRASONIC CARBURETTOR & COMPONENTCLEANING
Services Include:
Ultrasonic Cleaining, Vapour & Soda Blasting. All Alloy Components can be cleaned using our machinery. For Example, Crank Cases, Cylinder heads etc.
Before
Using Ultrasonic and Vapour Cleaning
See us at Stafford Main Hall, Stands 147 - 148
After
We specialise in the cleaning of all internal & inaccessible passageways of most mechanical alloy components, we specialise in the motor industry.
CALL CHRIS CLAYDEN ON 05602 051339
OR VISIT WWW.CARBCLEANING.COM

ELECTRICAL

ARMOTO
FROM FARADAY TO MODERN DAY
REWINDS & REPAIRS
MAGNETOS DYNAMOS ARMATURES
Not just E3L's M01 & K2F's
3 year warranties on fully reconditioned units
Typical turnaround 7 - 14 days
In house winding facilities
Armoto Motor Units Ltd Tel: 01246 452111
Unit 6 Station Lane Ind Est, Old Whittington, Chesterfield S41 9QX
armoto.co.uk email: sales@armoto.co.uk

METAL FINISHING

C C B
5 and 6b Aultone Yard, Aultone Way, Carshalton, Surrey, SM5 2LH
Tel/Fax 020 8647 3123
www.collinschemicalblacking.co.uk
Founded in 1966
- ANODISING
- BLACKING ON EXHAUSTS
- CHEMICAL BLACKING
- CHROME PLATING
- NICKEL PLATING
- POLISHING
- SHOT AND BEAD BLASTING
- VAPOUR BLASTING
- ZINC PLATING – BRIGHT, COLOUR, BLACK & OLIVE
- STOVE ENAMELLING

SPECIALISTS IN CLASSIC BIKES & CARS
Nationwide Collection & Delivery Service
ALL WORK CARRIED OUT TO THE HIGHEST STANDARDS GUARANTEED
5% DISCOUNT WITH THIS AD!

NUMBER PLATES

Chestnut Registrations
ALL MOTORCYCLE NUMBERPLATES MANUFACTURED
PAS 376
REG NUMBERS BOUGHT FOR CASH
Tel 0151 924 6480
Order online www.chestnut-registrations.co.uk
P.O.Box 333, Crosby, Liverpool L23 2WB

CLASSIC MOTORCYCLE Plates
www.classicmotorcycleplates.co.uk
VNT 22 E
VINTAGE AND CLASSIC NUMBER PLATES
• Presses Metal • Self Adhesive • Perspex Plates
07854 195 114 – 01933 390 143

POWDER COATING

SPECIAL OFFER
FRAME and SWINGARM
any size shot blasted and polyester powder coated, followed by hot coat.
HIGH GLOSS BLACK from £80 +VAT
(other colours available)
MICROBLAST POWDER COATING
Old Yard Workshop
Arthur Road, Windsor SL4 1SE
15 mins from Junction 15 M25 & 5 mins from Junction 6 M4
microblastservices@yahoo.co.uk
www.microblastservices.co.uk
TEL: 01753 620145

Triple 'S' Powder Coating
The Motorcycle Coating Specialists
Unlike our competition, we do not paint garden chairs or office furniture.
So you can be sure we will not just rush your valuable parts through with some industrial job lot.
UK collection & delivery service
QUALITY IS NOT EXPENSIVE IT IS PRICELESS
Unit 3, Bradware Industrial Park
Harris Street, Bingley BD16 1AE
01274 562474 • www.Triple-S.co.uk
5% Discount With This Ad

ELECTRICAL

PAUL GOFF
WE SHIP WORLDWIDE
REGULATOR/ RECTIFIER
A REG regulator/rectifier for 6/12V systems, versions to convert from 6/12V & 3 phase £35.95
GIRLING REPLICAS Top quality Ariel, Triumph, Norton and BSA Chrome springs £74.95 + £6.50 P&P or shrouded £79.95 + £6.50 P&P
DYNAMO VOLTAGE REGULATOR
V Reg 2a 6/12V dynamo regulator £45.95
QUARTZ HALOGEN BULBS & LEDS
Brighter replacements for pilot, indicator, stop/tail and many different headlights. DAYTIME RIDING LIGHTS FROM £4.00
ETHANOL PROOF PETROL TAPS £9.95
62 Clare Rd, Prestwood, Bucks HP16 0NU
01494 868218 www.norbsa02.freeuk.com

SHOCK ABSORBERS

Specialised shocks for most road and off road bikes from only £67 a pair inclusive
NJB SHOCKS
Tel: 01206 768392
07788 715163
www.njbshocks.co.uk
norman@njbshocks.co.uk

STAINLESS STEEL

HT ENGINEERING
STAINLESS STEEL
FASTENERS & MATERIAL
PARTS MADE TO YOUR SPECIFICATION
FREE PRICE LIST
350 LEATHERHEAD RD, CHESSINGTON, SURREY KT9 2NN
TEL: (01372) 740306

Trading place

Sponsored by JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com

BOOK YOUR AD NOW! online www.classicmotorcycle.co.uk post/fax Fill in the coupon on page 101 email freeads@classicmotorcycle.co.uk

FOR SALE

BSA A7 1960, complete rebuild, powder coated frame, new fork parts, stainless wheels, new big end mains etc, over £3000 spent, £4200 Tel. 07788 862878. Staffs.

BSA BANTAM 175cc Sport, completely original, 1970, 12,334 miles, excellent condition, matching numbers, £1800 Tel. 01491 680712. Berks.

BSA SUPER ROCKET 650cc, 1959, original reg, very good condition. Tel. 07581 700489. Notts.

HONDA REBEL 125cc Twin, 2000, MoT, genuine 33,600 miles, good condition, £850 ono Tel. 01362 820172. Norfolk.

HONDA VFR750FL 30 Year Anniversary Model, 1990, exceptional condition, MoT, Sorned, possible exchange BSA A65. £3900 Tel. 07918 141941. Lincs.

MOTO MORINI Kanguro, 1985, 350cc, low mileage, tax, MoT, vgc, £2750 Tel. 01529 413579. Lincs.

ROYAL ENFIELD 350cc, 1957, claret, lots of patina, good reliable bike, new carburettor, clutch, chain, tyre, £2600 Tel. 02380 644729 after 6pm. Hants.

SQUIRE SINGLE SEATER sidecar with screen, hood and toneau cover, nice condition, £650 Tel. 07788 862878 or 07833 720237. Staffs.

TRIUMPH THUNDERBIRD leather jacket, brand new, size MM, 42-46 chest, £280 Tel. 01293 400091. Surrey.

YAMAHA FJ1200 1990, 27,600 miles, two previous owners, full Givi luggage, engine crash bars, full service, 12 months MoT on sale, £1850 ono Tel. 07931 175508. East Yorkshire.

YAMAHA SR500 37,000 miles, 1978, first production year of the classic single, MoT May 2015, new tyres, battery, red & black, not to be missed, £2750 Tel. 07912 185478. Tyne & Wear.

PARTS FOR SALE

AMAL 375/33 two tyres 325x16, one ribbed, one studded, new, £40 Tel. 01386 700481. Gloucs.

BMW K1200RS factory workshop manual, £30; seat, £30; oval mirrors (better view), £40; grab rail, £10; screen, £20; Yamaha XJ 900S screen, £20; Triumph Sprint ST screen, £20; all plus p&p or collect. Tel. Dave on 0161 2877523 or 07944 898678. Oldham, Lancs.

BSA A10/B33 GEARBOX complete, gearbox main and inner cases converted to RRT2 spec, gearbox gears and shafts. Tel. Gareth 07811 271702. Mid Glamorgan.

HONDA C110/C114 spares, good selection of engine spares, barrels, heads, cases plus forks, frame speedo, seat, stand, loom, side panels, give me a call to see what I have. Tel. 07765 571820. Avon.

MANY SPARES for Honda C110, including engine parts (barrels/heads), chassis parts etc. Tel. 07765 571820. Avon.

SIDECAR FITTINGS assorted including the rear large threaded nut & ball, for collection as too heavy to post, £15 Tel. 01923 677362. Hertfordshire.

SUNBEAM S7/S8 petrol tank, good condition. Velocette KSS/KTS exhaust system silencer as new. Triumph pre-unit & seat, grey top + trim + black sides, good condition, can bring parts to Stafford. Tel. 07801 025361 or 02825 891533. Co Antrim.

TRIUMPH BATHTUB original right hand side only, fair condition, £25 Tel. 01760 722872. Norfolk.

TRIUMPH PRE-UNIT GEARBOX outer cover, £25; fork anchor plate, H1797, £3; engine sprocket, 29T E5446, £10; pair exhaust pipes for 1966 TT, £35; for unit 500 anchor plate H111A, £3; bracket for rear mudguard F5962, £5 plus postage. Tel. 01933 355796. Northants.

TRIUMPH TRIDENT Sprint 900, 1995, alternator £30; starter motor £25; pair of clip ons £35; fuel level sender £20; switch gear L/H £20; plus post on all items. Tel. 07789 801540. Wiltshire.

WANTED

ANY MAKE OR SIZE classic motorcycle wanted from a basket case to one in nice or restored condition, cash waiting. Tel. 07811 189755. Staffs.

ARIEL MOTORCYCLE and spares wanted for a restoration project, any model considered, but early 500 rigid would be ideal, will travel. Tel. 07956 296418. Derbys.

ARIEL NH350 wanted, 1954/5, swinging arm Ariel, single sided hubs, must have air filter etc, complete, tidy mount. Tel. 0191 2514428. Tyneside.

BLUE LIGHT UNIT to fit into centre of the screen of an Avon Avonaire Police fairing, three screw fitting type as shown. Tel. Dave 01484 682339. West Yorks.

BSA A10/A65 restoration project or spares wanted any model, any condition, incomplete or damaged ok, will travel. Tel. 07932 948153. Notts.

BSA LIGHTNING 1970 model wanted. Tel. 01305 871075. Dorset.

CHENEY TRIUMPH wanted any condition. Tel. 01529 413579. Lincs.

COMMANDO MK111 E/S wanted speedo clock, starter motor, seat lock assy. Tel. 01772 783774. Lancs.

DOUGLAS WANTED SW5-6 or other 1920-30's OHV model, any decrepit condition, project or goer. Tel. 01978 842668 leave message. Clwyd.

LOOKING FOR PRESENT OWNER of BSA Bantam 125cc Rigid, reg USK 809. I owned and recommissioned this many years ago, but was forced to sell due to redundancy in 2010. Any info would be appreciated. Tel. Mike 07974 716262. Hants.

MATCHLESS MODEL X tank wanted, any condition considered. Tel. +3538 72373432. Co Dublin.

MATCHLESS TOOLKIT ITEMS wanted, I have pictures and part numbers if needed, call anytime. Tel. 07971 223707. South Yorks.

SIDE STAND FOR Plunger BSA A7, A10, part 67-4903, delivery to England. Tel. 0041 78 610 21 24. Switzerland. cl.sauvain@bluewin.ch

TRIUMPH T100SS 1966, r/h/s headlamp bracket, WM2 18" chrome rim, in good condition, have good spare l/h/s headlamp bracket. Tel. 07990 585437. Lancs.

TRIUMPH TWIN restoration project or any spares wanted, any model, any condition, but pre-unit rigid 500/650 ideal, will travel. Tel. 07932 948153. Notts.

VELOCETTE MOTORCYCLE and spares wanted for a restoration project, any model considered, but early 500 rigid would be ideal. Tel. 07956 296418. Derbyshire.

VINTAGE BRITISH CARS and motorcycles wanted for cash in any condition. Also any parts, old garage equipment, advertising signs or any motoring related memorabilia wanted. Will travel and collect promptly. Tel. 07788 961514 or 01954 212181. Cambs.

WANTED BIKE BOOKS magazines, badges etc. any language, anything Vincent, swap for wildlife, photography, USA-trucks, cars, firearms literature, etc. Tel. 01277 200530. Essex.

VILLIERS 8E ENGINE and gearbox, prefer complete unit. Tel. Alan 01268 775184. Essex.

WANTED ANY BRITISH bikes or even basket cases, cash on collection, projects, anything at all, distance not a problem, travel anywhere. Tel. 07443 642408. West Yorks.

WANTED ANY MAKE motorcycle, runner, non runner, basket case or just engine or petrol tank, retirement project. Tel. 01751 474984. East Yorks.

WANTED CANTHORPE OHV 1925/1292 frame, Ducati 'Cuccioni' engine, 1977/78 motorcourse annual, Suzuki Stinger 125cc carburettors. Tel. 07791 796983. Northern Ireland.

WANTED TRITON Cafe Racer or Special, any condition. Tel. 07931 557018; 01613 350497 eve. Lancs.

WANTED MENTOR, advice & guidance. Help, teach & guide me in the restoration of my 1965 BSA 500cc twin. Forks, engine and carburettor etc. Must live close to Cheltenham/Glos. Plus any local information on frame mod/welders, powder coating & part suppliers/firms. Email. pnts007@gmail.com Glos

WANTED: 4 INTO 1 EXHAUST SYSTEM for Honda CB550 K2, stainless preferred, must be in good condition. Tel. 01772 617564. Lancs.

WANTED YAMAHA FJ1200 valve shim tool. Tel. 07761 860292. North Yorks.

MISCELLANEOUS

BOOKS BSA Twins by Walker, Whatever Happened to the British Motorcycle Industry, by Bert Hopwood. Tel. Gareth 07811 271702. Mid Glamorgan.

DAVE COOPER 3-bike trailer, new bearings, good tyres, spare wheel, alloy ramp, good condition, £160 Tel. 01622 861293. Kent.

KETT TWO PIECE black hide 42"-44" leathers, Fieldsheer and Trident boots size 9, waterproof over suit, black open face cruiser helmet and gloves etc, little used, £160 ono Tel. 01332 810526. Derbys.

LARGE FARMHOUSE Large farmhouse to rent or for B&B. Ideal families, touring, cycling, walking, small groups, plenty of parking and cover for bikes. www.la-bourg.com Tel. 00 335 55563401. Cambs.

LUGGAGE RACK for Kawasaki W600/W800, chrome, German, new/unused, £60 post free Tel. 01255 862542. Essex.

MKIII COMMANDO E/S workshop manual plus parts book, MKIII/IIA plastic a/box assy. Tel. 01772 783774. Lancs.

PITMANS MANUALS Rudge, Triumph Twins, Triumph, BSA, Bantam, Sunbeam S7 & S8, AJS, BSA, 1948 Edition Norton, Norton by Pearsons, Triumph all, £10 + post. Tel. 01612 875845. Lancs.

REG NUMBER for sale: A10 DUD, £500 Tel. 01245 248045. Essex.

SHOEI FLIP FRONT helmet as worn, by Police, new, worn twice, white, size large, cost £250 accept £50. Tel. 01708 450968. Essex.

SHOEI HELMET small, white c/w pinlock system, hardly used, £80 Tel. 07960 972332. W Mids.

ST AIR TOOLS IN CARRY CASE comprising reversible wrench, hammer, drill, sander, dremell, plus two further wrenches, right angled wrench, tyre inflator, gauge, shot blaster, two unused sprayers, small pistol blower, £50 the lot Tel. 01619 697706. Cheshire.

TRADITIONAL HIGH LEG Gold top style boots, size 8, rear zip strap top and bottom gear, change pad both boots, Commando sole as new, excellent condition, £75 ovno plus p&p Tel. Rob 07577 945794.

Wanted British autojumble spares or part projects, BSA, Norton, Triumph etc. Try us on top prices, friendly family firm for over 20 years. Collect anywhere especially Midlands, Stoke, Birmingham, Manchester, Nottingham, Derby. Tel. P. Dunn Dynamos, S-o-T 01782-856839. (T). PA537826C

Dynamos, dynamos, dynamos. Paul Dunn 01782-856839. (T). PA537827C

Andy Tiernan buys all pre war BSA's especially v-twins. Tel. 01728 724321 (T) or email: andybuysbikes@aol.com AN542405C

Wanted interesting 20's v-twins eg. Martinsyde, NUT, Bat, w.h.y., funds waiting. Tel. mobile 07802 896114. (T). AN542407C

JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com
Specialists in Worldwide Motorcycle Shipping

Sponsored by
JAMES CARGO MOTORCYCLE SHIPPING
LONDON +44(0)1753 687 722
MANCHESTER +44(0)161 946 1339
www.jamescargobikes.com

SPARES

VINTAGE REPLICA
Jiří Hořice
Manufacturer and Distributor of Vintage and Classic Motorcycle Parts.
Wide range of top class parts for British Motorcycles headlamps, silencers, kneegrips, footrest and handlebar rubbers and much more...
Seifertova 50, 638 00 Brno, Czech Republic
fax:+420548 529108, email: jiri.horice@volny.cz
www.vintage-replica.cz

TRIUMPH UNIT TWINS & TRIPLES HINCKLEY MODELS
Norton COMMANDO 750/850
BSA ROCKET 3
Carl Rosner Ltd WORLDWIDE SPARES SERVICE
Sanderstead Station Approach, Sanderstead Road, South Croydon, Surrey CR2 0PL
Tel: 020-8657 0121 Fax: 020-8651 0596
E-mail: triumph@carlrosner.co.uk
www.carlrosner.co.uk
Est 42 years

TRANSFERS

CLASSIC TRANSFERS
Robert Derrick Ltd.
VETERAN ■ VINTAGE ■ CLASSICS
AUTOCYCLES ■ ENDURO ■ RACERS
Visit our new fully illustrated website with secure online ordering facility. Catalogue listings (mention makes of interest) send: 6 British first class stamps, 5 Dollars or 5 Euros
BOB & MARCIA DERRICK, CLASSIC TRANSFERS, PO BOX 17, WOTTON-UNDER-EDGE GL12 8YX
service@classictransfers.co.uk
www.classictransfers.co.uk
Tel: 01454 260596
Open: 9am to 1pm Mon-Fri

TRANSPORT

Shipping abroad?
Then speak to
OAKBRIDGE INTERNATIONAL
an overseas removal company run by classic bike riders.
• HOME CONTENTS •
• STORAGE •
• FULL CASE PACKING MOTORCYCLES AT OUR WAREHOUSE •
Contact Oakbridge on
01799 513 366
for free advice and quotations
www.oakbridge-international.com

STAINLESS STEEL

ACME STAINLESS LTD
PLEASE VISIT OUR WEBSITE:
WWW.ACMESTAINLESS.CO.UK
MANUFACTURERS OF QUALITY STAINLESS STEEL MACHINED BAR TURNED PARTS FOR
ARIEL 4 STROKE, TRIUMPH TIGER CUB & AJS/MATCHLESS
AT OUR PREMISES SINCE 1990
ENDEAVOURING TO NOT CHANGE HISTORY, OUR PRODUCTS ARE MACHINED TO THE CORRECT PROFILE OF THE ORIGINAL MANUFACTURERS PARTS ENABLING OUR WORLDWIDE CUSTOMERS TO KEEP THEIR MOTORCYCLES LOOKING AUTHENTIC & RUST FREE.
WE ALSO MANUFACTURE GENERAL STAINLESS STEEL FASTENERS WITH A SINGLE CHAMFER OR RADIUSED HEAD AND A QUALITY MACHINED FINISH AS THE ORIGINAL MANUFACTURERS MADE. (NOT CHEAP IMPORTED COLD FORMED BOLTS WITH LETTERS ON THE HEAD)
FREE PRICE LISTS AVAILABLE - PLEASE SEND SAE TO:
ACME STAINLESS LTD, PO BOX 671, BILLINGHAY, LINCOLN LN4 4XX
TEL: 01526 861991 OR EMAIL: acmeboltmaker@hotmailcom

SPEEDO REPAIRS

Chronometric Instrument Services
British Motorcycle Instrument Specialist
WE CAN SUPPLY, REPAIR AND RESTORE THE CORRECT CHRONOMETRIC INSTRUMENTS FOR *ANY* BRITISH MOTORCYCLE FROM 1929 TO 1963!
• Over 200 concours chronometric instruments in stock • Repairs from £40
• Please contact me with your requirements for a firm quotation!
01159 206156 info@chronometrics.co.uk
Unit 21b, The Sherbrook Business Centre, Sherbrook Road, Daybrook, Nottingham NG5 6AT
www.chronometrics.co.uk

The Classic MOTORCYCLE
Where legends come to life
ON THE GO!
FREE APP
This magazine can be read on:
Apple iOS · Android · Amazon · Online · Playbook · Windows 8
www.mortons.co.uk/TCM

Next month

ON SALE JUNE 5, 2015



THE WORLD OF THE ATLAS

Norton's 750cc powerhouse twin

The Classic MotorCycle is brought to you by...

EDITOR
James Robinson
Tel 01507 529405 Fax 01507 529495
email jrobinson@mortons.co.uk

STAFF WRITER
Michael Barraclough
Tel 01507 529541 Fax 01507 529495
email mbarraclough@mortons.co.uk
@MJ_Barraclough

PUBLISHER
Tim Hartley

CONTRIBUTORS IN THIS ISSUE
Roy Poynting, Richard Rosenthal, Jerry Thurston, Philip Tooth, Alan Turner, Steve Wilson

DESIGNER
Holly Munro

REPROGRAPHICS
Simon Duncan

DIVISIONAL ADVERTISING MANAGER
David England
email dengland@mortons.co.uk
ADVERTISING
Sarah Mitchell-Savage, Alan Green
Tel 01507 529418
email smitchellsavage@mortons.co.uk
SUBSCRIPTION MANAGER
Paul Deacon
CIRCULATION MANAGER
Steve O'Hara
MARKETING MANAGER
Charlotte Park
PUBLISHING DIRECTOR
Dan Savage
COMMERCIAL DIRECTOR
Nigel Hole
ASSOCIATE DIRECTOR
Malc Wheeler

EDITORIAL ADDRESS
PO Box 99, Horncastle,
Lincolnshire LN9 6LZ
VISIT OUR WEBSITE
www.classicmotorcycle.co.uk

GENERAL ENQUIRIES & BACK ISSUES
Tel 01507 529529, 24 hour answerphone
email help@classicmagazines.co.uk
www.classicmagazines.co.uk

ARCHIVE ENQUIRIES
Jane Skayman
jskayman@mortons.co.uk
Tel 01507 529423

SUBSCRIPTION
Full subscription rates (but see page 16-17 for offer): (12 months 12 issues, inc post and packing) – UK £50.40. Export rates are also available – see page 16-17 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.

DISTRIBUTION
Comag, Tavistock Road, West Drayton, Middlesex UB7 7QE. Tel: 01895 433600

NEXT ISSUE ADVERT DEADLINE
May 15, 2015
NEXT ISSUE ON SALE
June 5, 2015

THE CLASSIC MOTORCYCLE (USPS:710-470) is published monthly by Mortons Media Group Ltd, PO Box 99, Horncastle, Lincolnshire LN9 6LZ UK. USA subscriptions are $63 per year from Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. Periodical Postage is paid at Bancroft, WI and additional entries. Postmaster: Send address changes to THE CLASSIC MOTORCYCLE, c/o Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. 715-572-4595 chris@classicbikebooks.com

PRINTED BY William Gibbons & Sons, Wolverhampton.

© Mortons Media Group Ltd. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

ISSN No 0263-0850

MORTONS MEDIA GROUP LTD

PPA Member of the Professional Publishers' Association

Just ask! Having trouble finding a copy of this magazine? Why not Just Ask your local newsagent to reserve you a copy each month?

recycle When you have finished with this magazine please recycle it.

SPEEDWEAR

www.speedwear.co.uk

Waxed cotton and motorcycle inspired clothing

Tel: 0151 652 4241 email: sales@speedwear.co.uk



SPEEDWEAR www.speedwear.co.uk 0151 652 4241

Speedwear Ltd,12 Gresford Ave, Prenton, Wirral, CH43 0SX

Gone fishing, *1928*

It's June 1928 in Walton-on-Thames, and these young ladies have resolved to make the most of the sunshine by going on a fishing excursion. The motorcycle is a Black Ariel from the very year in which this photograph was taken, recognisable because of its thick-tubed frame with the distinctive metal plate at the foot of the front downtube. The purpose of this appointment was presumably to help support and shield the crankcase.

We believe the machine to be a 1928 Model D. The Ariel Model D was a de luxe model with a 499cc ohv engine capable of producing 5hp. The machine could very well be the standard ohv model – the Model C – but the fact that it is sporting a headlight and a horn, among other appointments, suggest that it is more likely a de luxe Model D.

The Black Ariels are naturally very charismatic motorcycles. Designed by leading engineer Valentine 'Val' Page, they are often cited as the finest Ariel motorcycles, and the production models from 1928 are in turn regarded as the best of the breed by many.

The major problem with the Black Ariels of previous years was their flimsy frames. Val Page was apparently rather surprised when Ariel approached him and asked him to design a new frame for the 1927 production motorcycles. The resulting skeleton was dubbed 'the banana frame' as both of the downtubes were curved.

This frame was structurally flawed (Val Page was primarily an engine man) and was soon discarded in favour of a second banana frame, this time with a brace beneath the petrol tank. Soon after that the 'replacement frame' emerged, featuring straight downtubes. They got it right straight from the start in 1928 with the thick-tubed number that the Ariel in this photograph is sporting. End



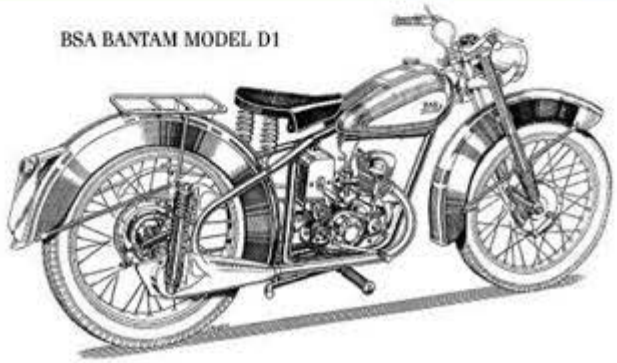
BSA Owners' Club
Spring Activities 2015

ANNUAL RALLY

May 22-25 - MARKET HARBOROUGH

All BSA & Bantam Club Members Welcome

Theme: The BSA Bantam



OPEN DAY 24th

All Visitors and Bikes Welcome

New Members

Join and Stay

£5 off Membership

♦ *Rideout* ♦ *Full Catering* ♦ *Real Ales*

♦ *Live Music Friday & Saturday The Amazing *Brown Sugar**



membership@BSAOwnersClub.co.uk

PO Box 235, Havant PO9 9DJ

YESTERDAYS ANTIQUE MOTORCYCLES

Pannenweg 260, 6031 RK Nederweert, The Netherlands



1928 AJS K6 350cc OHV.....£12,500



1927 Monark 175cc OHV.....£4,900



1935 Sunbeam 95 Special 500cc OHV.....£13,250



1939 BSA Silver Star 500cc OHV.....£10,250



1935 Cotton 350cc Blackburne OHV Racer.....£23,950



1935 Excelsior 250cc OHC Manxman.....£18,750



1919 Simplex 300cc MAG.....£13,250



1956 Norton Manx 350cc.....£23,750



1929 New Motorcycle 500cc OHV.....£20,750



1930 New Map 350cc.....£5,250



1937 Mercier Single Track 350cc OHV JAP.....£21,000



1911 Indian 1000cc.....£37,250

WANTED: Not only BROUGH SS 100, LEON BOLLEE, MEGOLA HILDEBRAND & WOLFMÜLLER, PENNINGTON, HOLDEN, but also any pre '40 500-1000cc SV, OHV, OHC and 4 cyl. Machines.

All prices in GBP

WE HAVE 100+ BEAUTIFUL MACHINES, STILL TOO MANY TO LIST!

Tel: 0031 495 546054 Fax: 0031 495 526763 www.yesterdays.nl

e-mail: office@yesterdays.nl

Visitors by appointment. We ship worldwide at cost.